NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALLENTOWN, PA	
LEHIGH VALLEY INTL	**ILS or LOC Rwy 13[1]**
	RNAV (GPS) Rwy 31[2]
	VOR-A[3]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

ALTOONA, PA	
ALTOONA-BLAIR COUNTY	**ILS or LOC Rwy 21[1]**
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Y Rwy 21[3]
	VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV	
RALEIGH COUNTY MEMORIAL	**ILS or LOC Rwy 19[12]**
	RNAV (GPS) Rwy 1[3]
	RNAV (GPS) Rwy 10[13]
	RNAV (GPS) Rwy 19[13]
	RNAV (GPS) Rwy 28[14]
	VOR Rwy 10[13]
	VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
BLUEFIELD, WV	
MERCER COUNTY	**ILS or LOC Rwy 23[1]**
	RNAV (GPS) Rwy 5[2]
	RNAV (GPS) Rwy 23[3]
	VOR/DME Rwy 23[2]
	VOR Rwy 23[4]

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BRADFORD, PA	
BRADFORD RGNL	**ILS or LOC Rwy 32[1]**
	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR Rwy 14[2]
	VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA	
BUTLER COUNTY/K.W. SCHOLTER FIELD	**ILS or LOC Rwy 8**
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV	
YEAGER	**ILS or LOC Rwy 5[1]**
	ILS or LOC Rwy 23[2]
	VOR-A[3]

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21**[12]
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Rwy 21[34]
VOR-A[34]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

DOYLESTOWN, PA

DOYLESTOWN ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
VOR Rwy 5[2]
VOR Rwy 15[3]

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8[123]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR -A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

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NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

WINGS FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
ILS or LOC Rwy 10R[1]
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
ILS or LOC Rwy 32[1]
RNAV (RNP) Z Rwy 10R[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

NAME ALTERNATE MINIMUMS

POINT PLEASANT, WV

MASON COUNTY ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

WASHINGTON, PA

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

WHEELING, WV

WHEELING OHIO COUNTY ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON INTL ..... **ILS or LOC/DME Rwy 4[1]**
ILS or LOC/DME Rwy 22[1]
NDB or GPS-A[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 22[1]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

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HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME	TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course. **Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD (BTP)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 447' per NM to 1600.

NOTE: **Rwy 8,** pole and trees beginning 15' from DER, 4' left of centerline, up to 97' AGL/1346' MSL. Pole and trees beginning 18' from DER, 10' right of centerline, up to 95' AGL/1394' MSL. Trees 4254' from DER, 1555' right of centerline, up to 129' AGL/1488' MSL. **Rwy 26,** poles and trees beginning 1001' from DER, 282' left of centerline, up to 91' AGL/1310' MSL. Trees beginning 1638' from DER, 32' right of centerline, up to 95' AGL/1314' MSL.

CARLISLE, PA

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA
CHESTER COUNTY G. O. CARLSON (MQS)
ORIG 08213 (FAA)
NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK (N43)
AMDT 1 10294 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 400-2¾ or std. w/ min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 36,** standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 179° to 1100 before proceeding on course. **Rwy 36,** for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL. Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL. Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GROVE CITY, PA

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)

AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD (MRB)

AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/ 594' MSL.

MEADVILLE, PA

PORT MEADVILLE (GKJ)
AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 2000 before proceeding on course.

NOTE: **Rwy 7,** pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL. Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL. **Rwy 25,** trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL. Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

21 OCT 2010 to 18 NOV 2010

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

21 OCT 2010 to 18 NOV 2010

PHILADELPHIA, PA (CON'T)

WINGS FIELD (LOM)
AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 245° to 1100 before turning left.

NOTE: **Rwy 6,** trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL. Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL. **Rwy 24,** mulitiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)
ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.
DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)
AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.
NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.
DEPARTURE PROCEDURE: **Rwys 4**, **22**, climb runway heading to 1300 before proceeding on course.
NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.
NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA
PENN VALLEY (SEG)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.
NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA
SEVEN SPRINGS
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA
NORTHUMBERLAND COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA
SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.
NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV
BOGGS FIELD (USW)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.
NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA
UNIVERSITY PARK
TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.
DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA
SPRING HILL (70N)
AMDT 1 09323 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV
SUMMERSVILLE
TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV
BRAXTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.
NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA
TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA
NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA
BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA
BENDIGO (74N)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA
WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA
GREENE COUNTY (WAY)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA
WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA
BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12,** 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27,** 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12,** climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27,** climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30,** climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65' AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12,** trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER,1837' left of centerline, 60' AGL/701' MSL. **Rwy 27,** trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30,** trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

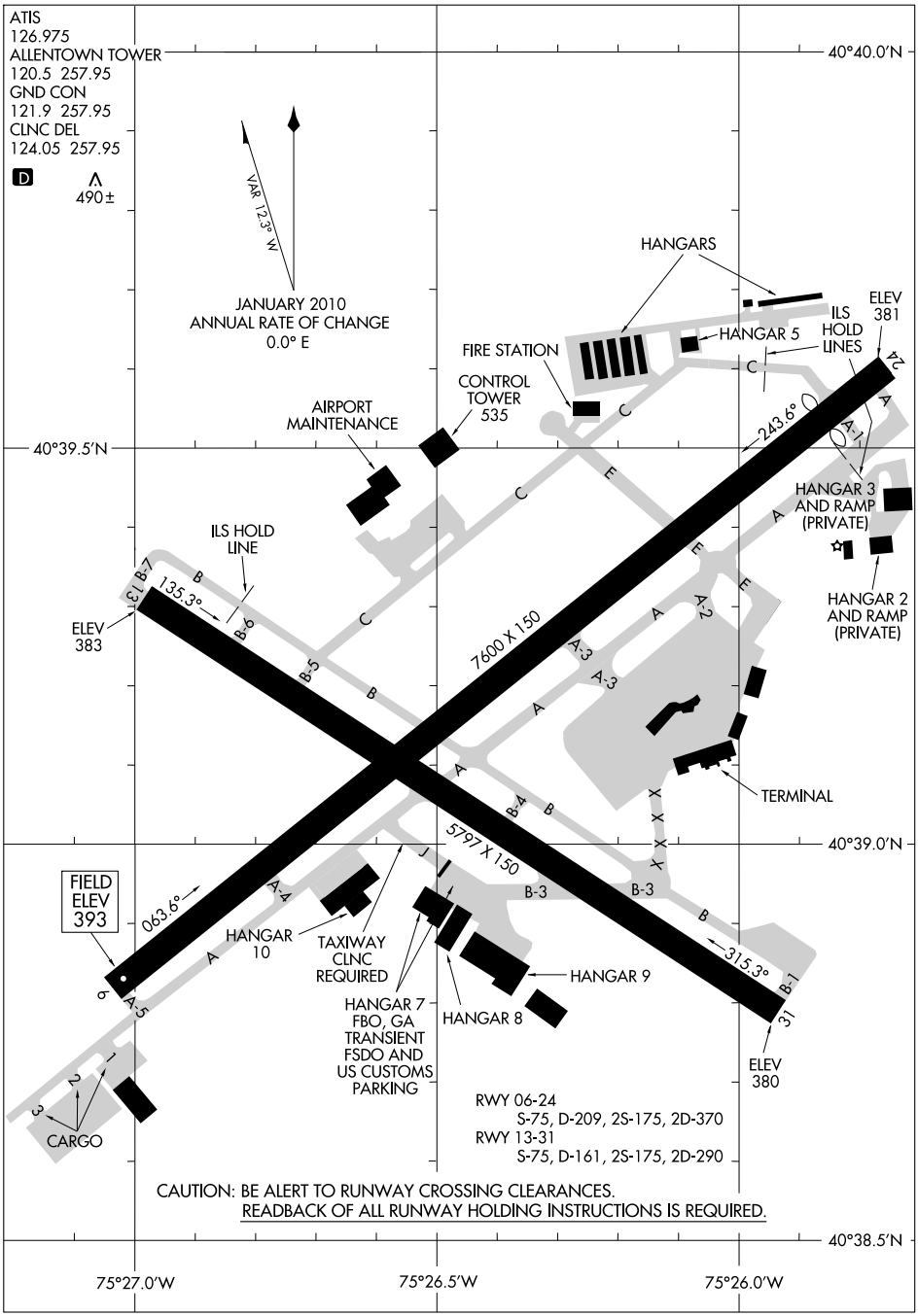
NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

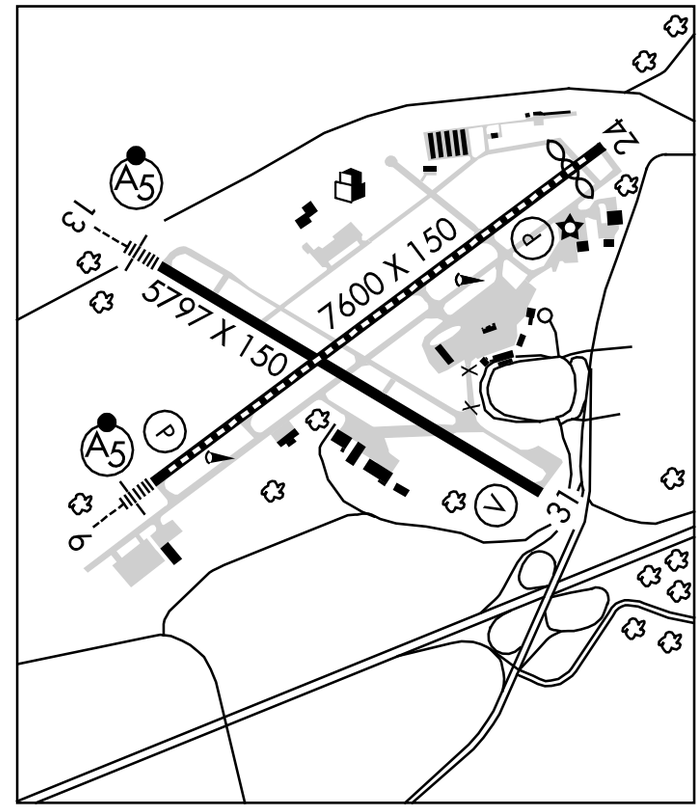
10210

LEHIGH VALLEY INTL (ABE) 3 NE UTC−5(−4DT) N40°39.14′ W75°26.42′

NEW YORK
H–10I, 12J, L–33A, 34G
IAP, AD

393 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks LRA
Class I, ARFF Index C NOTAM FILE ABE

RWY 06–24: H7600X150 (ASPH–GRVD) S–75, D–209, 2S–175, 2D–370 HIRL CL
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 48′.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 500′. Road.
RWY 13–31: H5797X150 (ASPH–GRVD) S–75, D–161, 2S–175, 2D–290 HIRL
RWY 13: MALSR.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 45′. Pole.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7600 TODA–7600 ASDA–7600 LDA–7600
RWY 13: TORA–5797 TODA–5797 ASDA–5797 LDA–5797
RWY 24: TORA–7600 TODA–7600 ASDA–7600 LDA–7100
RWY 31: TORA–5797 TODA–5797 ASDA–5797 LDA–5797

AIRPORT REMARKS: Attended continuously. Birds; groundhogs and deer on and invof arpt. Noise abatement procedures for turbojet powered acft in effect; preferential Rwy 06–24. Rwy 06 and 24 fly rwy heading until 2000 ft. Rwy 06, 13 and 24 departures be advised that departures are over a noise sensitive area. Rwy 31 turbojet departures turn rgt heading 360° until 2000 ft MSL. TPA—1400(1006) reciprocating props; 2000(1606) turbine powered acft. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Military acft plan to park and refuel on FBO apron W of Rwy 13–31 and S of Twy A. Twy C restricted to maximum acft weight 12,500 lbs. Twy B south of Twy B3 restricted to acft with wingspan 118′ or less. Twy E north of Rwy 06–24 in very poor condition with sections of broken pavement. Restricted to maximum acft weight 12,500 lbs. Twy J restricted to acft with wingspan 118′ or less. U.S. Customs user fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl—2 hours PPR.

WEATHER DATA SOURCES: ASOS (610) 266–3579.

COMMUNICATIONS: ATIS 126.975 **UNICOM** 122.95
ALLENTOWN RCO 122.1R 117.5T (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 118.2 (3000 and blo), 119.65 (above 3000 from north) 124.45 (above 3000 from south)
TOWER 120.5 **GND CON** 121.9 **CLNC DEL** 124.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
(L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 182° 4.5 NM to fld. 680/10W.
LEEHI NDB (LOM) 400 AB N40°35.15′ W75°32.97′ 061° 6.4 NM to fld.
ILS 110.7 I–ABE Rwy 06. LOM LEEHI NDB.
ILS 111.9 I–BXY Rwy 13. Class IC.
ILS/DME 108.55 I–GUW Chan 22(Y) Rwy 24. Class IE.

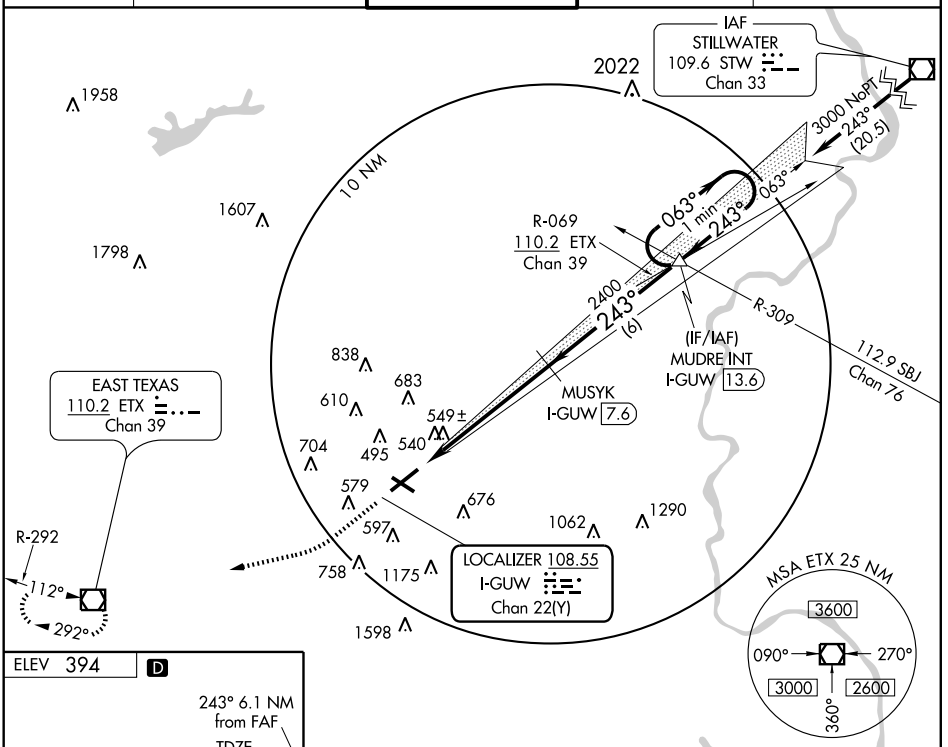
LOC/DME I-GUW	APP CRS	Rwy Idg 7100
108.55	243°	TDZE 386
Chan 22 (Y)		Apt Elev 394

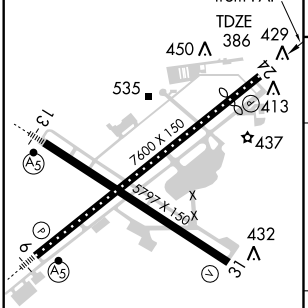
ILS or LOC/DME RWY 24

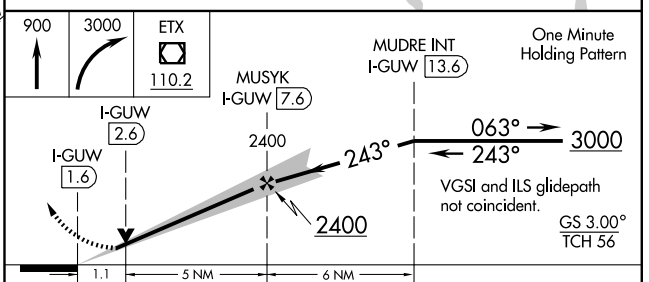
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
S-ILS 24	586/40 200 (200-¾)			
S-LOC 24	780/50 394 (400-1)			780/60 394 (400-1¼)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ABE	APP CRS	Rwy Idg	7600
110.7	063°	TDZE	394
		Apt Elev	394

ILS or LOC RWY 6

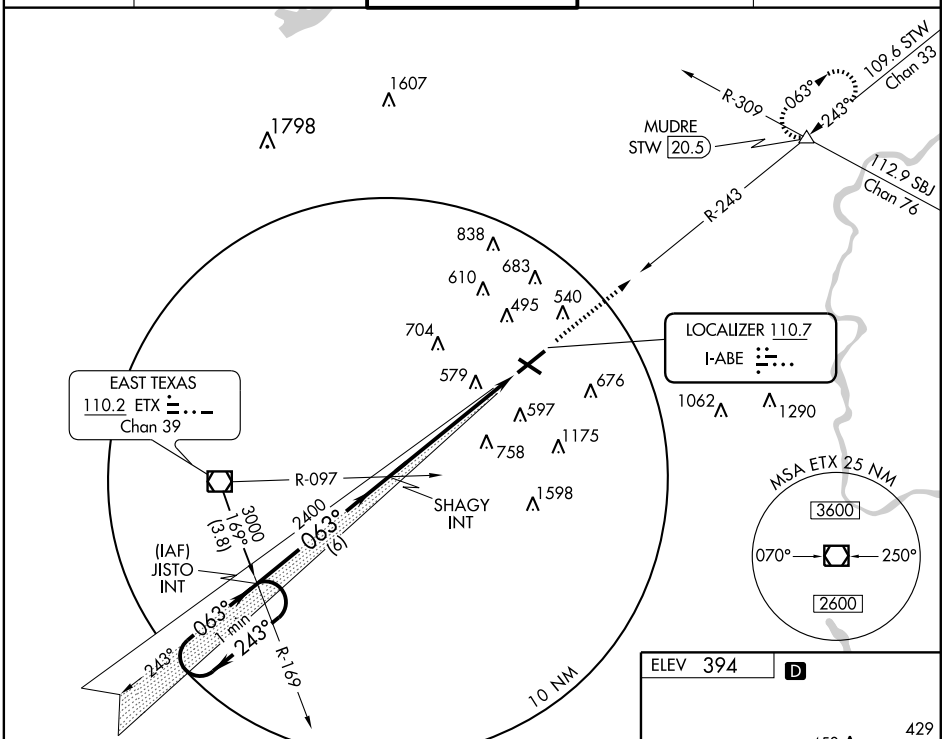
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

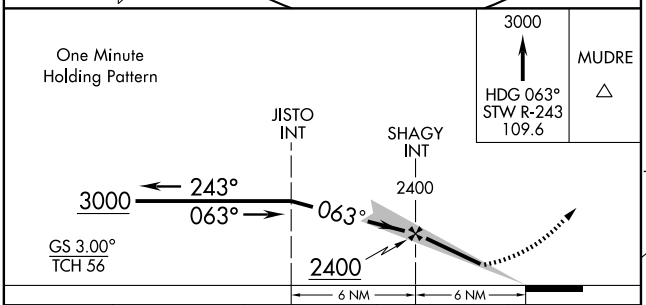
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95

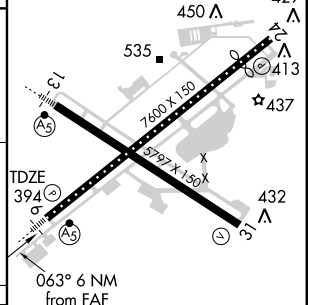




3000

HDG 063°
STW R-243
109.6

MUDRE



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

CATEGORY	A	B	C	D
S-ILS 6	*594/24 200 (200-½)			
S-LOC 6	820/24 426 (500-½)		820/40 426 (500-¾)	
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BXY	APP CRS	Rwy Idg	5797
111.9	135°	TDZE	387
		Apt Elev	394

ILS or LOC RWY 13

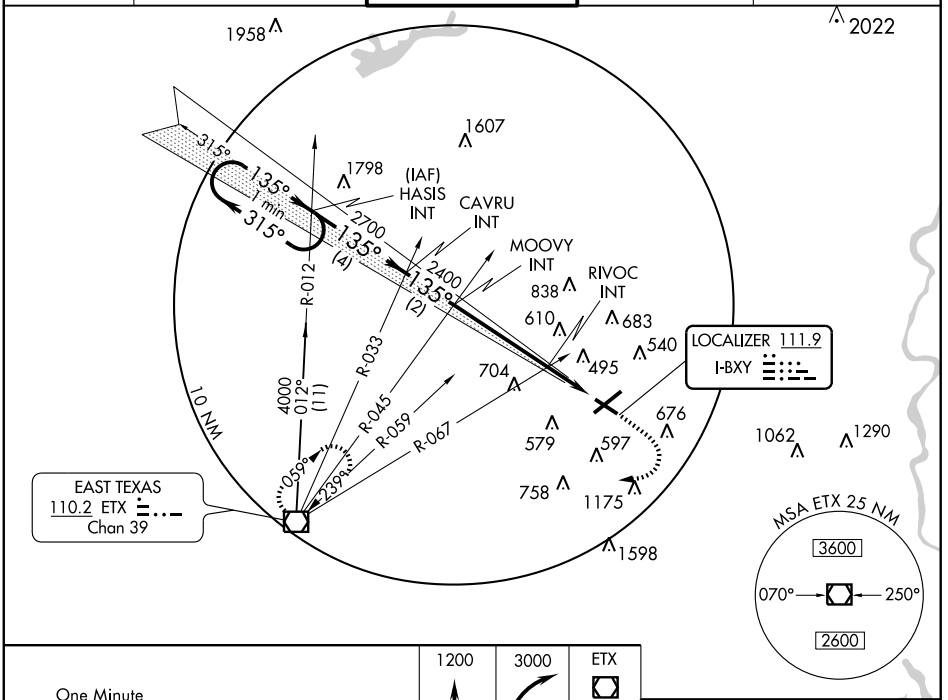
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

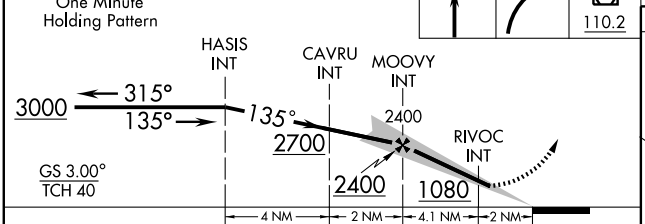
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

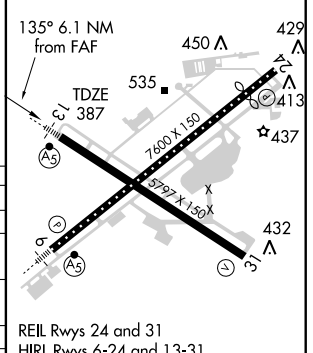
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
S-ILS 13	587-½ 200 (200-½)			
S-LOC 13	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1 686 (700-1)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)
RIVOC FIX MINIMUMS				
S-LOC 13	720-½ 333 (400-½)			720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

ELEV 394 D



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7100
243°	TDZE	386
	Apt Elev	394

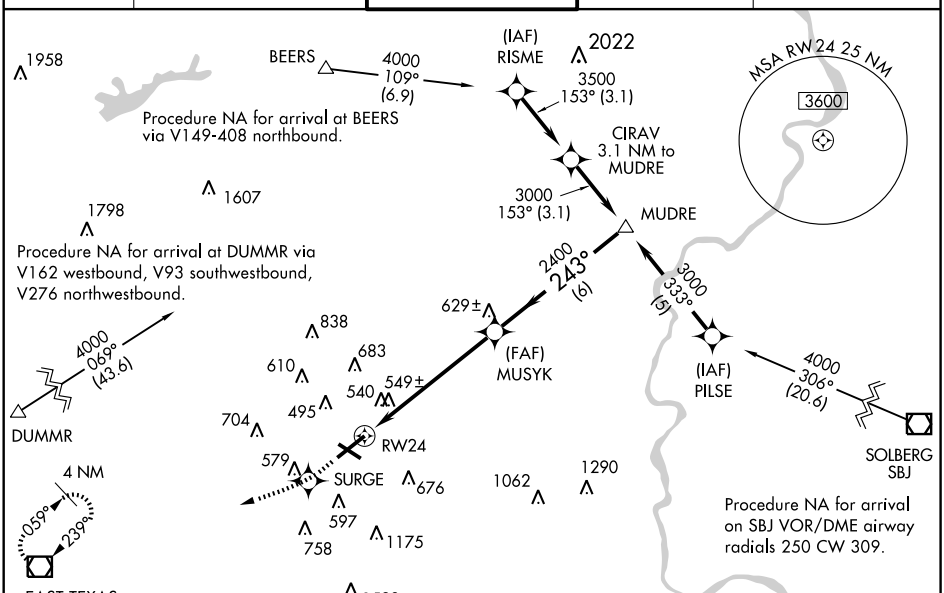
RNAV (GPS) RWY 24

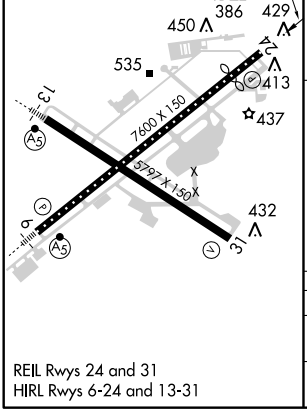
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

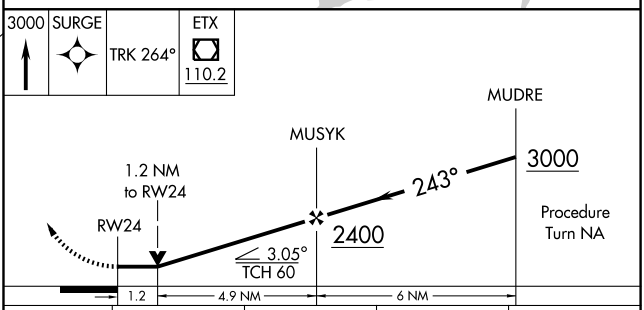
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LNAV MDA	820/50 434 (500-1)		820/60 434 (500-1¼)	820-1½ 434 (500-1½)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5797
Ch 82499	315°	TDZE	384
W31A		Apt Elev	393

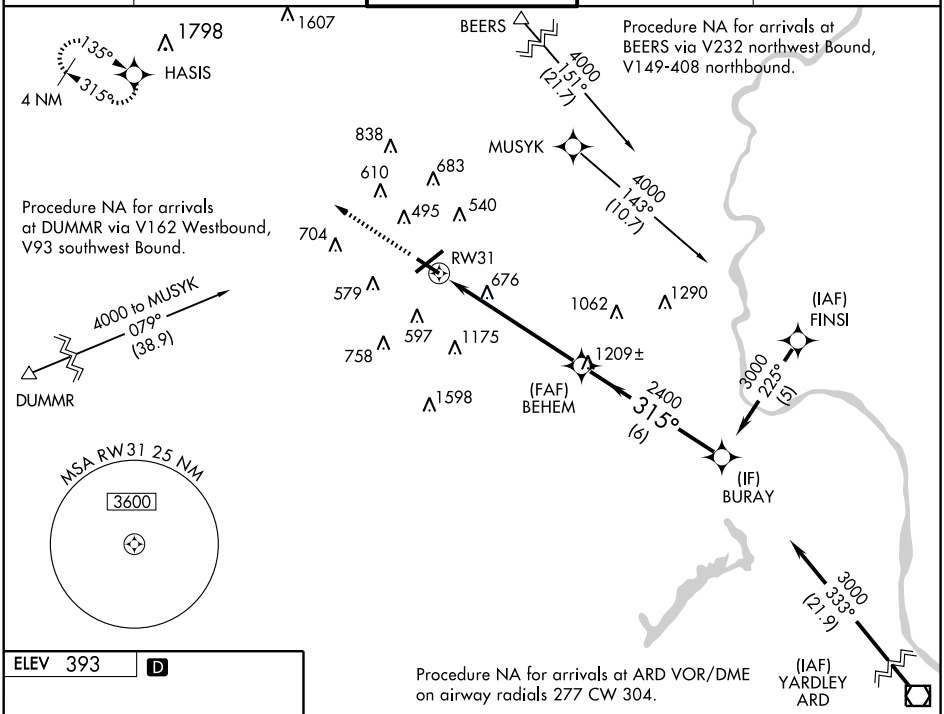
RNAV (GPS) RWY 31

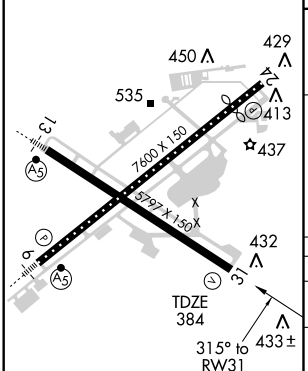
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

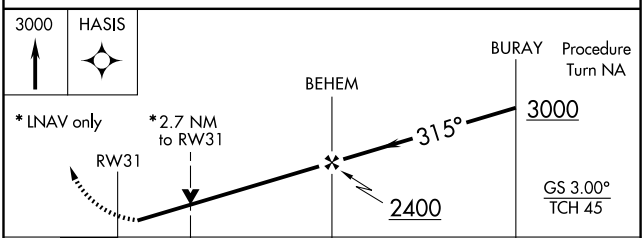
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct HASIS and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LPV DA	641-1 257 (300-1)			
LNAV/VNAV DA	743-1¼ 359 (400-1¼)			
LNAV MDA	1280-1¼ 896 (900-1¼)		1280-2¾ 896 (900-2¾)	1280-3 896 (900-3)
CIRCLING	1280-1¼ 887 (900-1¼)		1280-2¾ 887 (900-2¾)	1280-3 887 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Y RWY 6

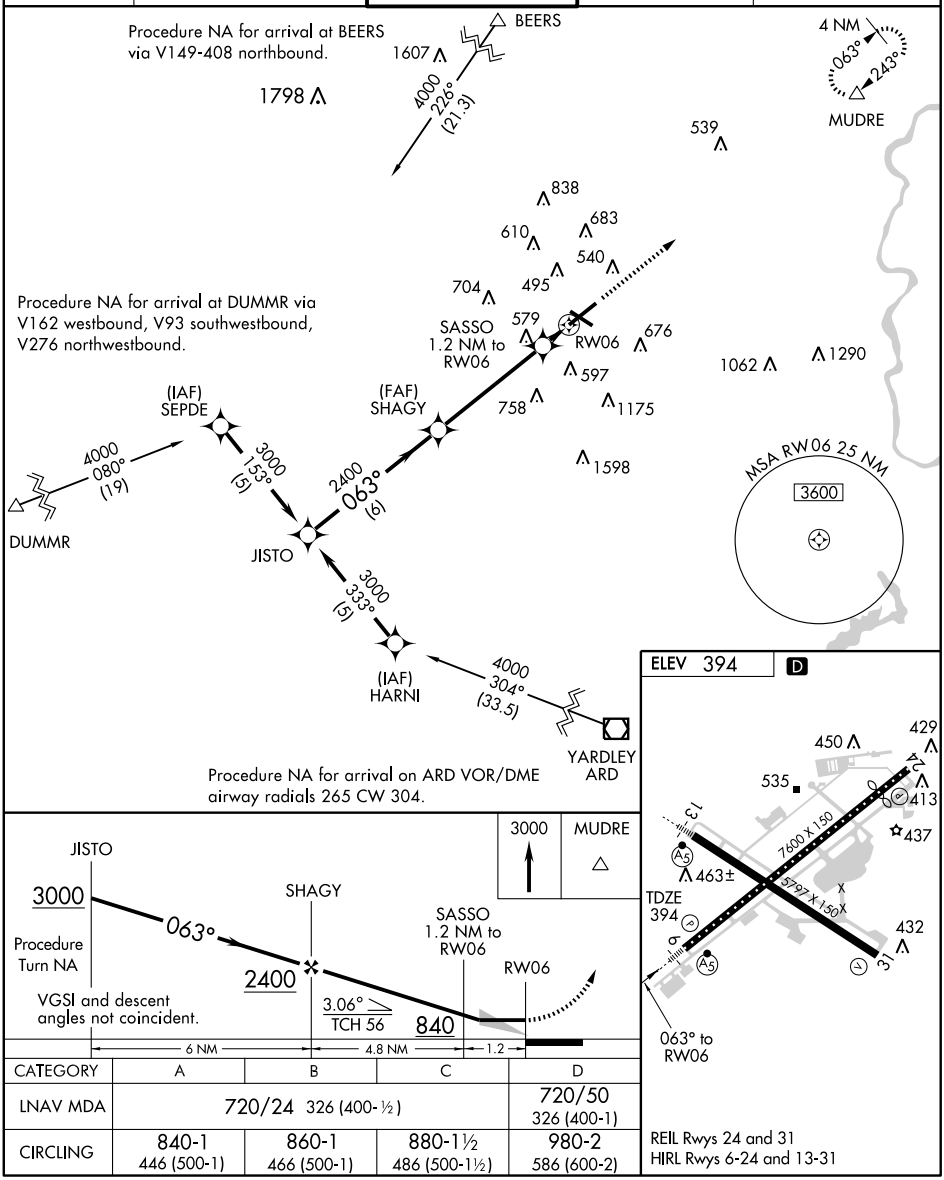
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA
Inoperative table does not apply to LNAV CAT D.

MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



CATEGORY	A	B	C	D
LNAV MDA	720/24 326 (400-½)			720/50 326 (400-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Y RWY 13

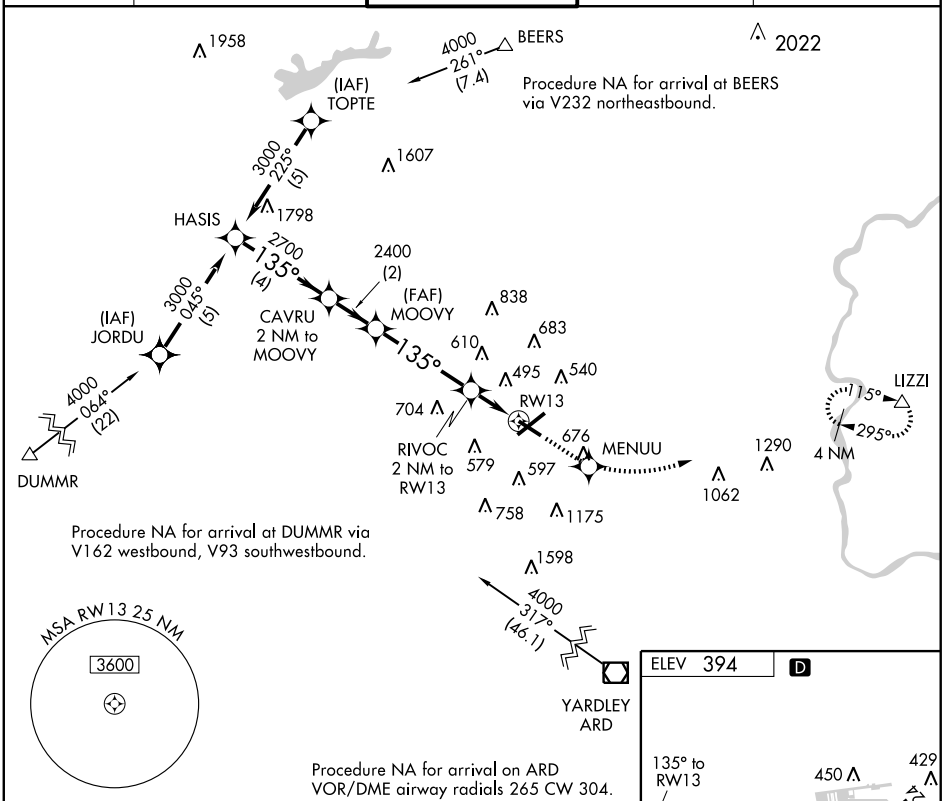
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

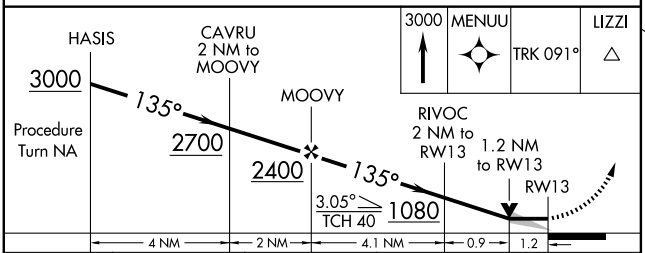
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

MALSR

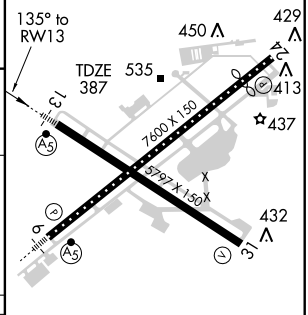
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
LNAV MDA	800-½ 413 (500-½)		800-¾ 413 (500-¾)	800-1 413 (500-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Z RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

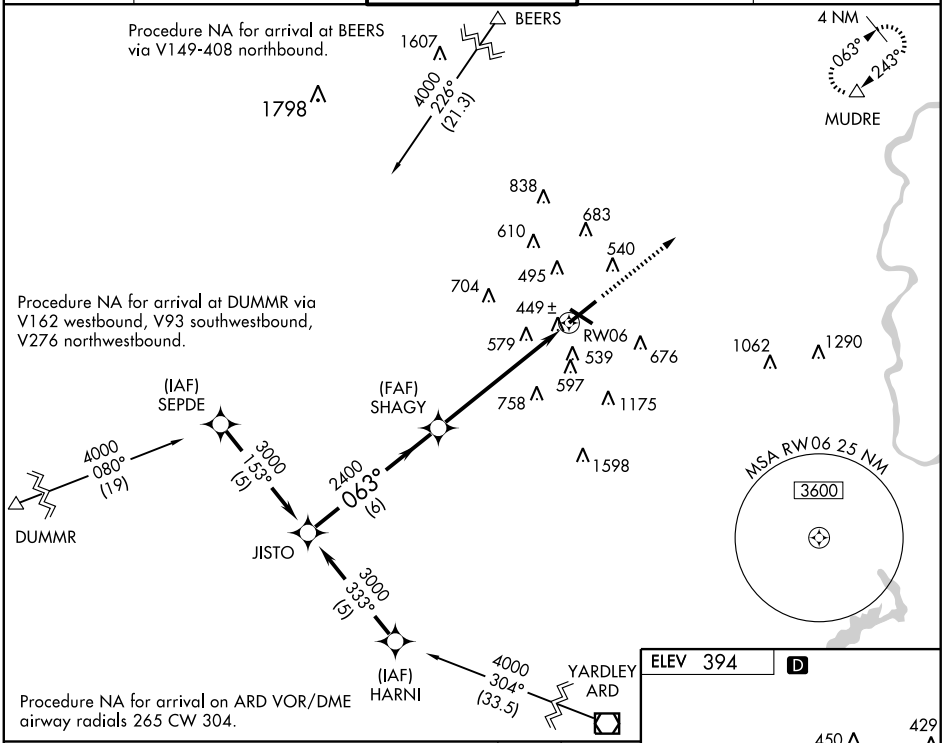
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

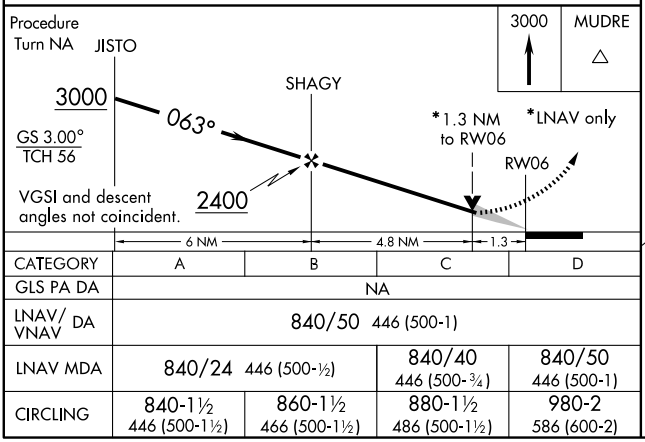
NA

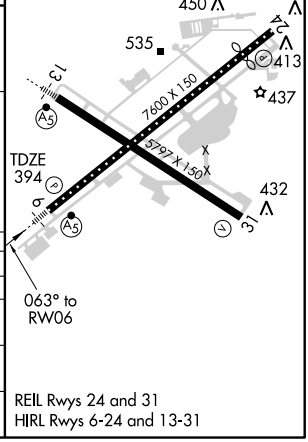
MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)		840/40 446 (500-¾)	840/50 446 (500-1)
CIRCLING	840-1½ 446 (500-1½)	860-1½ 466 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Z RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

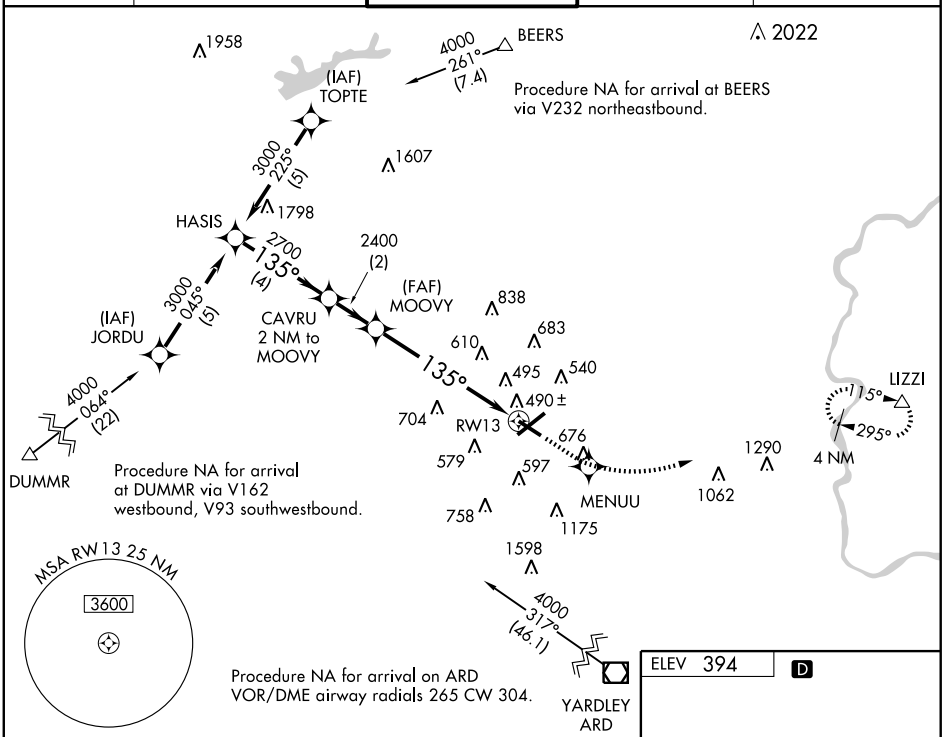
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

NA

MALSR

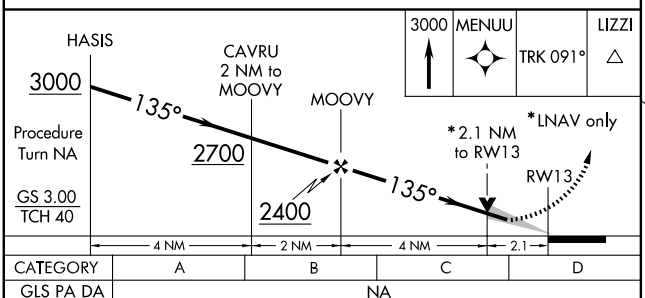
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

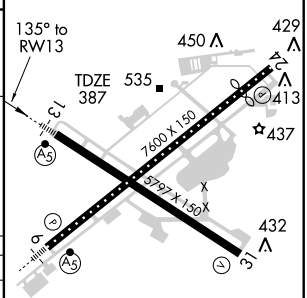
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	800-1 413 (500-1)			
LNAV MDA	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1½ 686 (700-1½)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 393

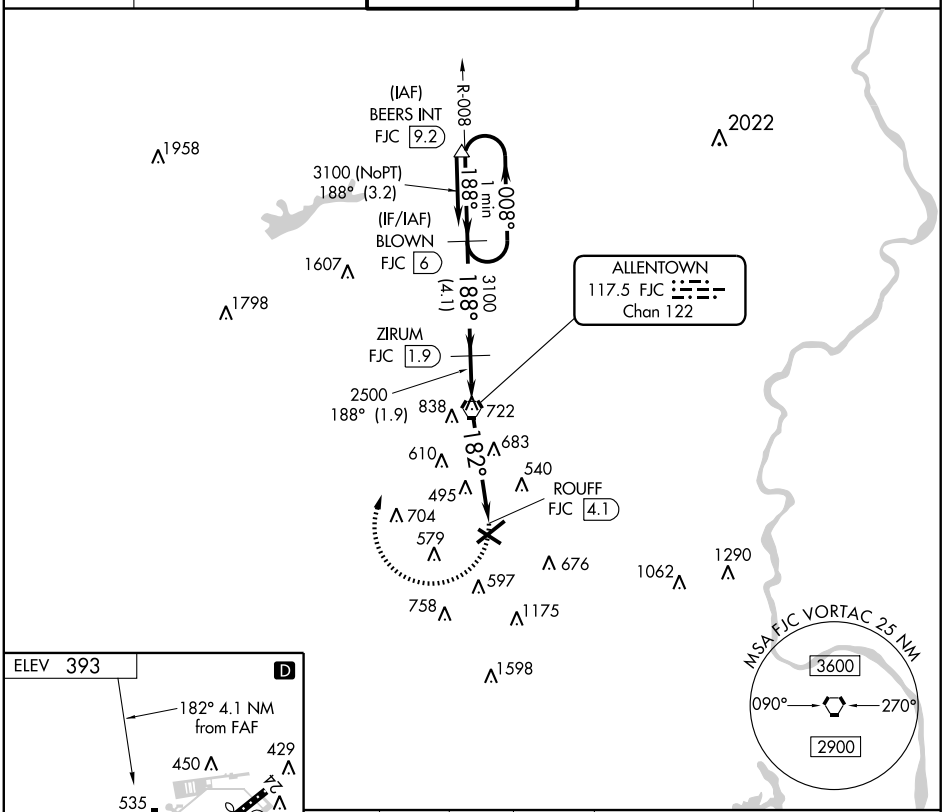
TACAN-C

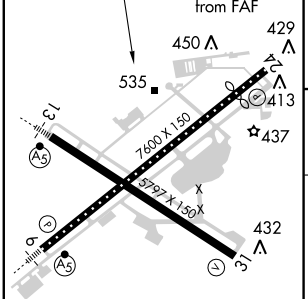
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

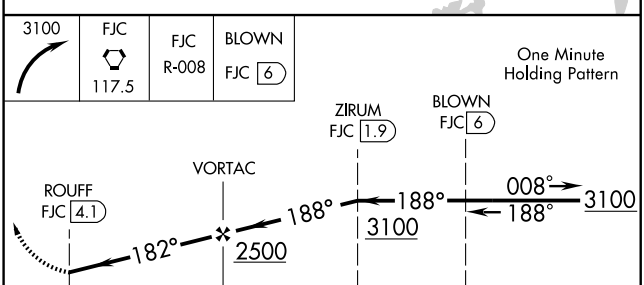
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 393

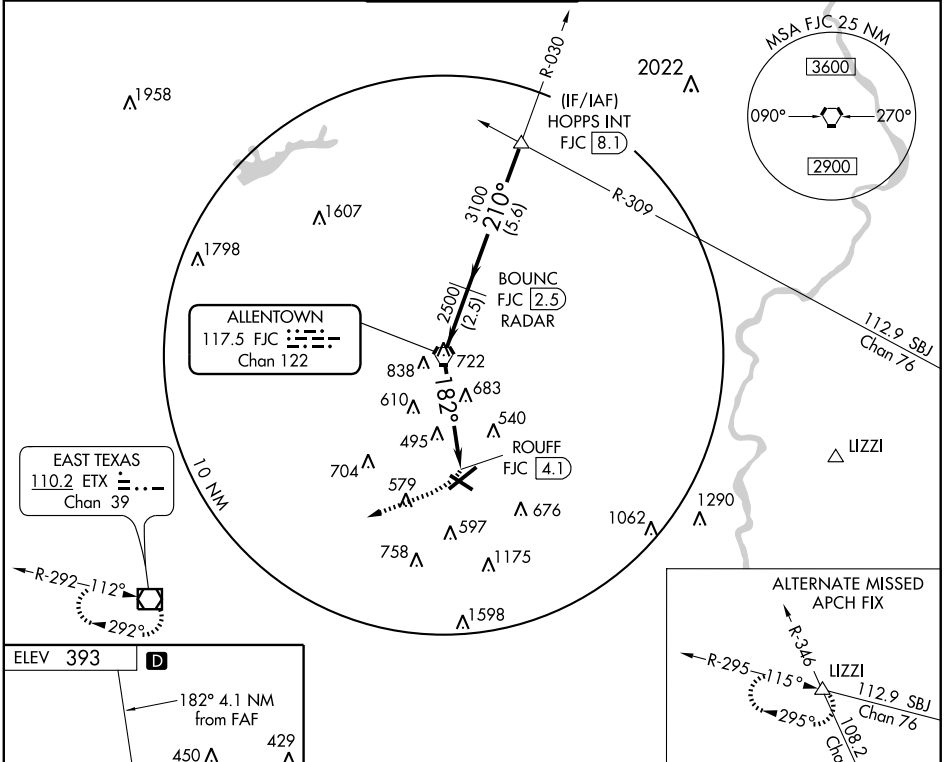
VOR-A

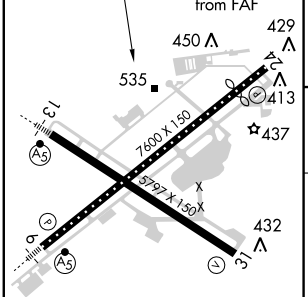
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

DME or RADAR required.
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

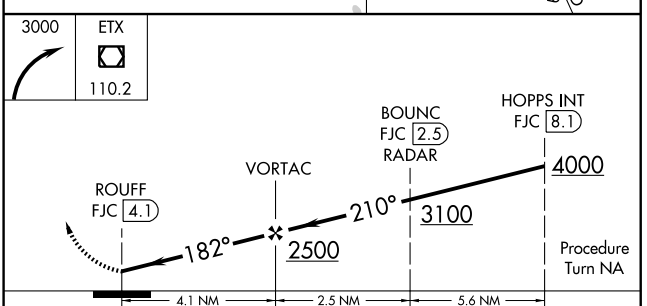
MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ALBERT (See PHILIPSBURG)

ALLEGHENY CO (See PITTSBURGH)

ALLENTOWN N40°43.60′ W75°27.29′ NOTAM FILE ABE. NEW YORK

(L) VORTAC 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl. 680/10W. H–10I, L–30K, 33A, 34G

DME portion unusable 061°–299° byd 30 NM blo 4000′; 300°–060° byd 26 NM blo 4500′.

VOR portion unusable:

021°–189° byd 10 NM
190°–260° byd 24 NM
190°–260° blo 9000′
261°–319° byd 9 NM blo 4000′
320°–339°
340°–349° byd 24 NM
340°–349° blo 4000′
350°–020° byd 33 NM blo 4000′
350°–020° blo 3500′

RCO 122.1R 117.5T (WILLIAMSPORT RADIO)

ALLENTOWN

ALLENTOWN QUEEN CITY MUNI (XLL) 2 SW UTC−5(−4DT) N40°34.22′ W75°29.30′ NEW YORK

399 B S2 **FUEL** 100LL, JET A TPA—1599(1200) NOTAM FILE IPT L–30K, 33A, 34G

RWY 07–25: H3949X75 (ASPH–GRVD) S–12 MIRL IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0°. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.5°. Trees.

RWY 15–33: H3159X75 (ASPH) S–12 MIRL 0.4% up SE

RWY 15: Tree.

AIRPORT REMARKS: Attended 1200–2300Z‡. For svc after hrs ctc 610–266–6000. Deer, groundhogs, birds on and invof arpt. Noise abatement procedures in effect, for details call arpt management at 610–791–5193. ACTIVATE MIRL Rwy 07–25 and Rwy 15–33, REIL Rwy 07 and Rwy 25—CTAF. Landing fee.

WEATHER DATA SOURCES: AWOS–3 127.875 (610) 791–5463.

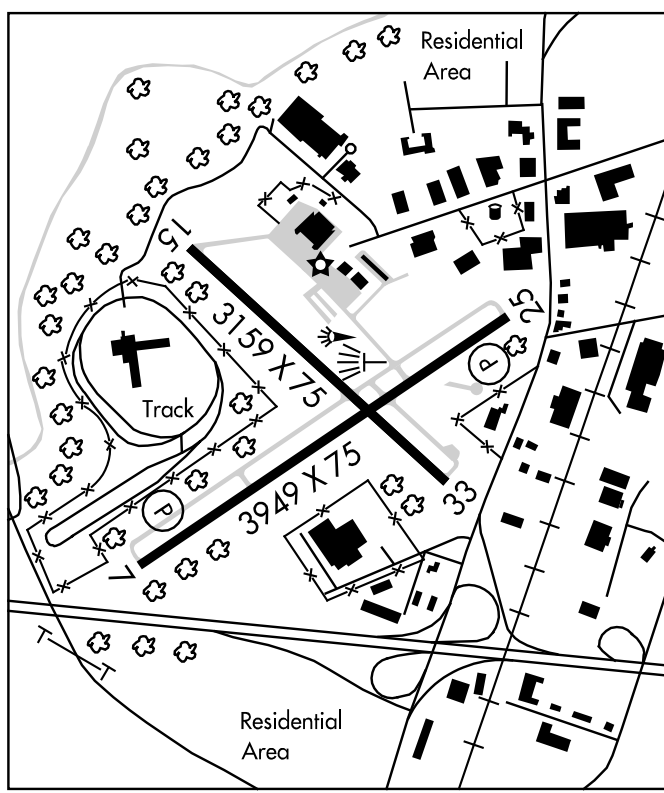
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **APP/DEP CON** 118.2 (3000 and blo) 119.65 (above 3000 from north) 124.45 (above 3000 from south)

CLNC DEL 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 103° 9 NM to fld. 742/09W.



APP CRS	Rwy Idg	3949
070°	TDZE	390
	Apt Elev	399

RNAV (GPS) RWY 7

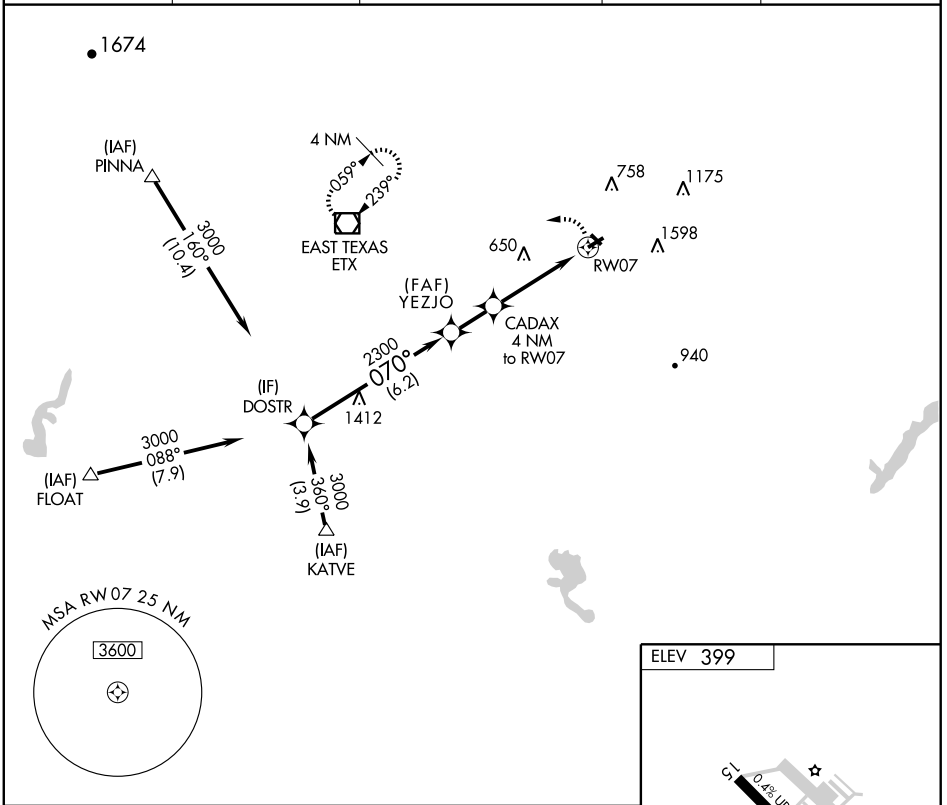
ALLENTOWN-QUEEN CITY MUNI (XLL)

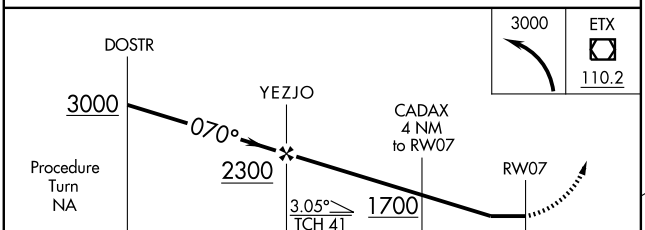
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.
Circling NA south of Rwys 7 and 25.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	NA
CIRCLING	920-1 521 (600-1)	940-1 541 (600-1)	940-1½ 541 (600-1½)	NA



MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ETX 110.2 Chan 39	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR-B

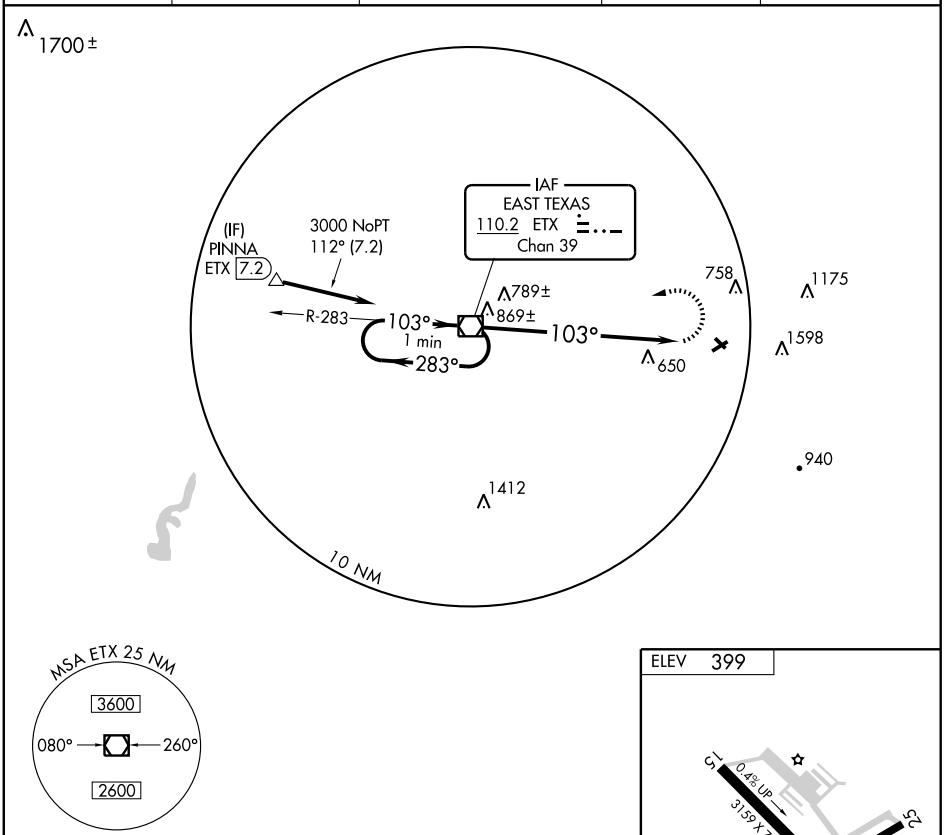
ALLENTOWN-QUEEN CITY MUNI (XLL)

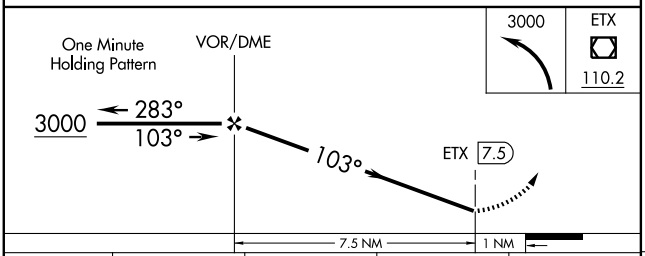
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

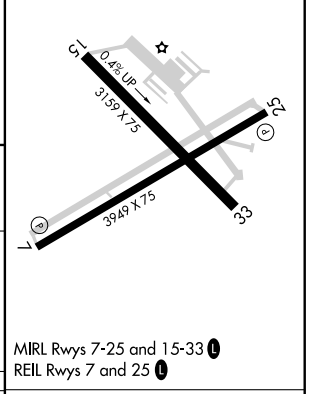
NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L







MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

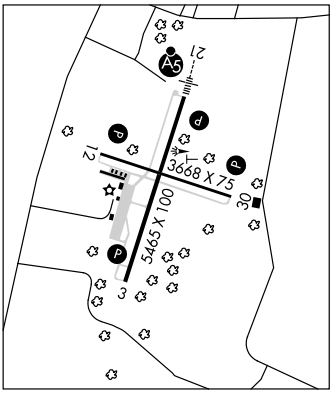
CATEGORY	A	B	C	D
CIRCLING	1200-1½ 801 (900-1½)		1200-2¼ 801 (900-2¼)	NA

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ALTOONA

ALTOONA–BLAIR CO (AOO) 12 S UTC−5(−4DT) N40°17.78′ W78°19.20′ **DETROIT**
1503 B S4 **FUEL** 100LL, JET A 0X 1, 3 Class I, ARFF Index A NOTAM FILE AOO **H–10H, 12I, L–29D, A**
RWY 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 HIRL 0.6% up S **IAP**
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Trees.
RWY 12–30: H3668X75 (ASPH) S–11.5, D–33 MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 55′. Tree.
RWY 30: REIL. PAPI(P4R)—GA 4.0° TCH 54′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 12: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
RWY 21: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 30: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
AIRPORT REMARKS: Attended 1000–0130Z‡. PAEW adjacent all rwys and twys 1100–0200Z‡ (annually) 1 May through 31 Oct except safety areas will remain clear during air carrier ops. Preferred runway is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM North of airport. Specialized acft (ultralgt, homebuilt, etc) ctc arpt manager 814–793–3872 or UNICOM prior to ldg. PPR 24 hours for unscheduled air carrier and non-air carrier ops with more than 30 passenger seats call arpt manager 814–793–3872. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE PAPI Rwy 12, Rwy 30, Rwy 03 and Rwy 21, MALSR Rwy 21 and REIL Rwy 03, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 127.125 (814) 793–9655.
COMMUNICATIONS: CTAF 123.6 **UNICOM** 123.0
RCO 123.6 122.65 122.2 122.1R (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
JOHNSTOWN (L) VORTAC 113.0 JST Chan 77 N40°19.00′ W78°50.05′ 099° 23.6 NM to fld. 2280/06W. NOTAM FILE JST.
(T) VOR 108.8 AOO N40°19.53′ W78°18.22′ 210° 1.9 NM to fld.
VOR unusable 070°–125° 235°–260° 290°–350°
ILS 111.1 I–AOO Rwy 21. Class IE. LOC unusable byd 25° right of course.
COMM/NAV/WEATHER REMARKS: Ctc Altoona Radio for remote airport advisory service on 123.6.

AMBLER N40°07.56′ W75°17.11′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 275 ING 064° 1.2 NM to Wings Fld. OTS indef. **L–34G**

ARNOLD PALMER RGNL (See LATROBE)

BALLY

BUTTER VALLEY GOLF PORT (7N8) 1 E UTC−5(−4DT) N40°23.89′ W75°33.86′ **NEW YORK**
500 S2 NOTAM FILE IPT
RWY 16–34: 2420X85 (ASPH–TURF)
RWY 16: Thld dsplcd 205′. Road. **RWY 34:** Thld dsplcd 150′. Road.
AIRPORT REMARKS: Attended daylight hours. Rwy 16–34 lies in middle of golf course. Trees and substantial terrain elevation changes within 125′ of each rwy edge. Rwy 16–34 1535X24 ASPH at south end; remainder turf. Rwy 16 end marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires.
COMMUNICATIONS: CTAF/UNICOM 122.8

BANDEL (See EIGHTY FOUR)

BARTY N41°16.61′ W75°46.54′ NOTAM FILE AVP. **NEW YORK**
NDB (LOM) 257 AV 044° 4.4 NM to Wilkes–Barre/Scranton Intl. Unusable byd 10 NM.

BAUBLITZ COMMERCIAL (See BROGUE)

BEAVER CO (See BEAVER FALLS)

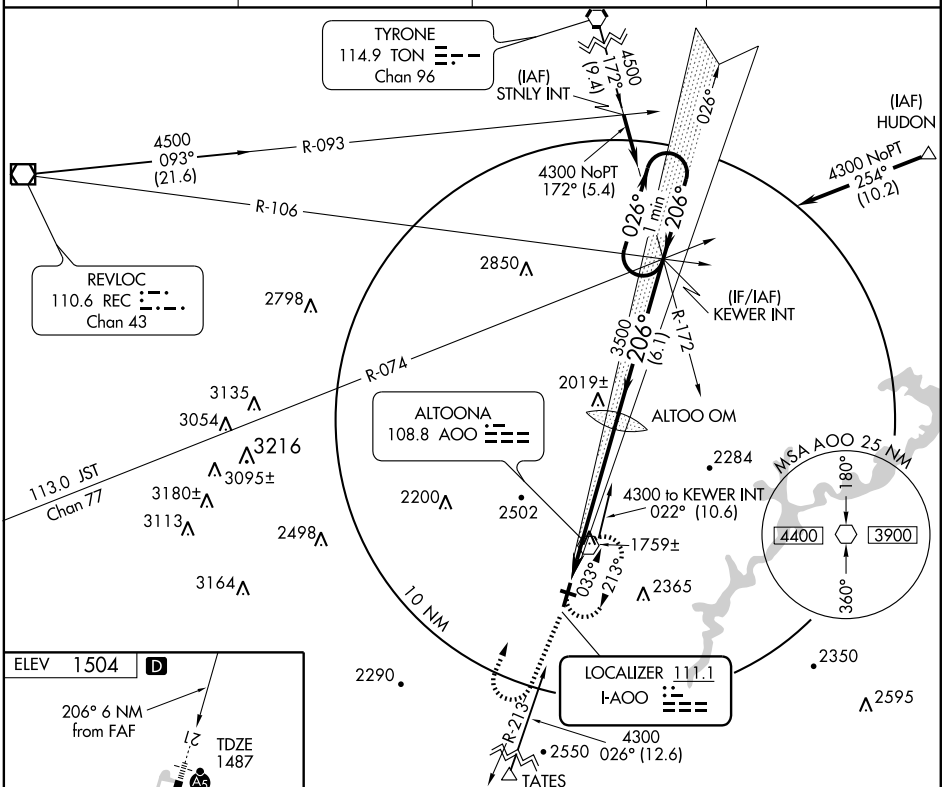
LOC I-AOO	APP CRS	Rwy Idg	5465
111.1	206°	TDZE	1487
		Apt Elev	1504

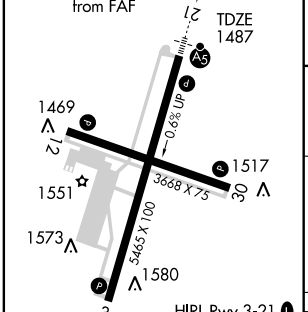
ILS or LOC RWY 21
ALTOONA-BLAIR COUNTY (AOO)

MALSR

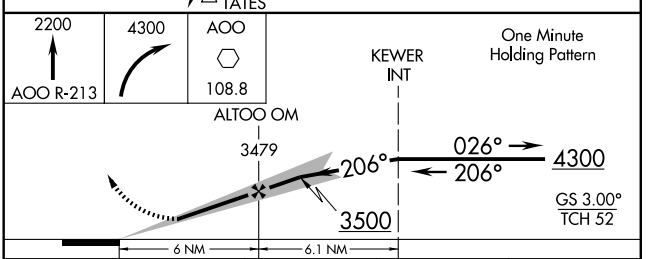
MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 21	1687-½ 200 (200-½)			
S-LOC 21	2020-½ 533 (600-½)		2020-1 533 (600-1)	2020-1¼ 533 (600-1¼)
CIRCLING	2020-1 516 (600-1)	2060-1 556 (600-1)	2060-1½ 556 (600-1½)	2520-3 1016 (1100-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

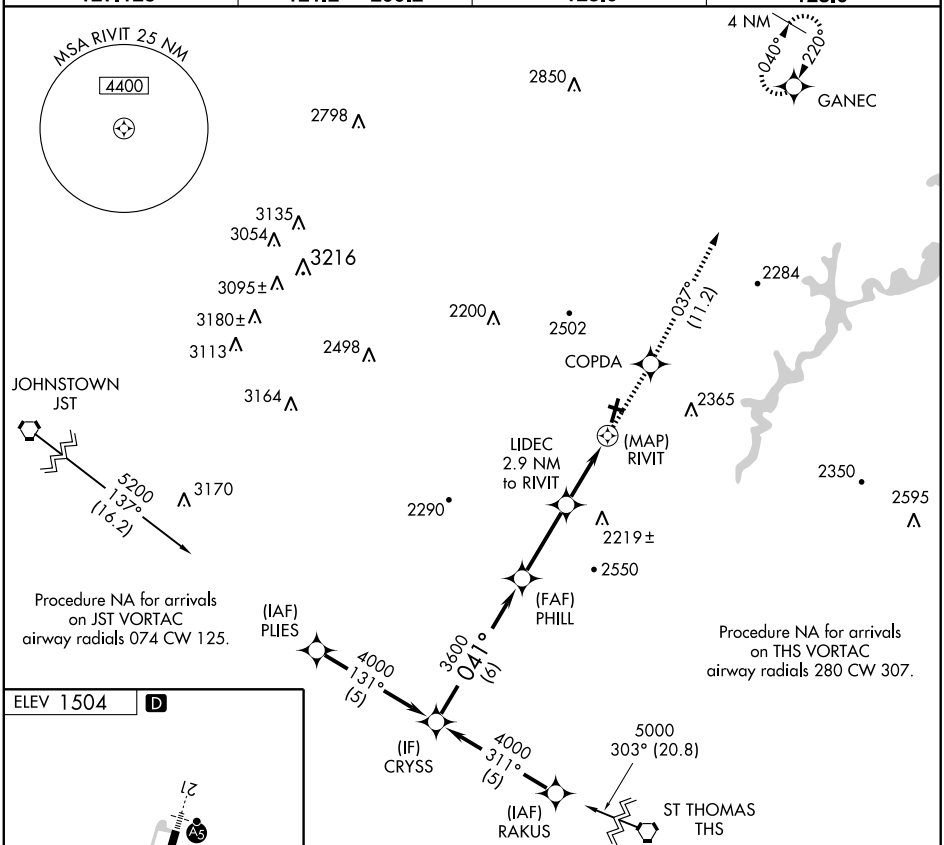
APP CRS	Rwy Idg	5465
041°	TDZE	1504
	Apt Elev	1504

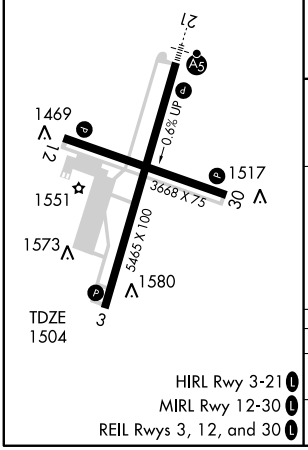
RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA.

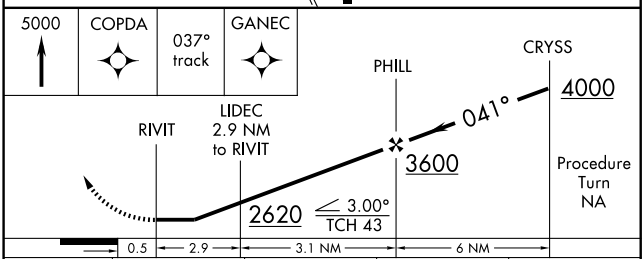
MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6





HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L



CATEGORY	A	B	C	D
LNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5465
220°	TDZE	1487
	Apt Elev	1504

RNAV (GPS) Y RWY 21

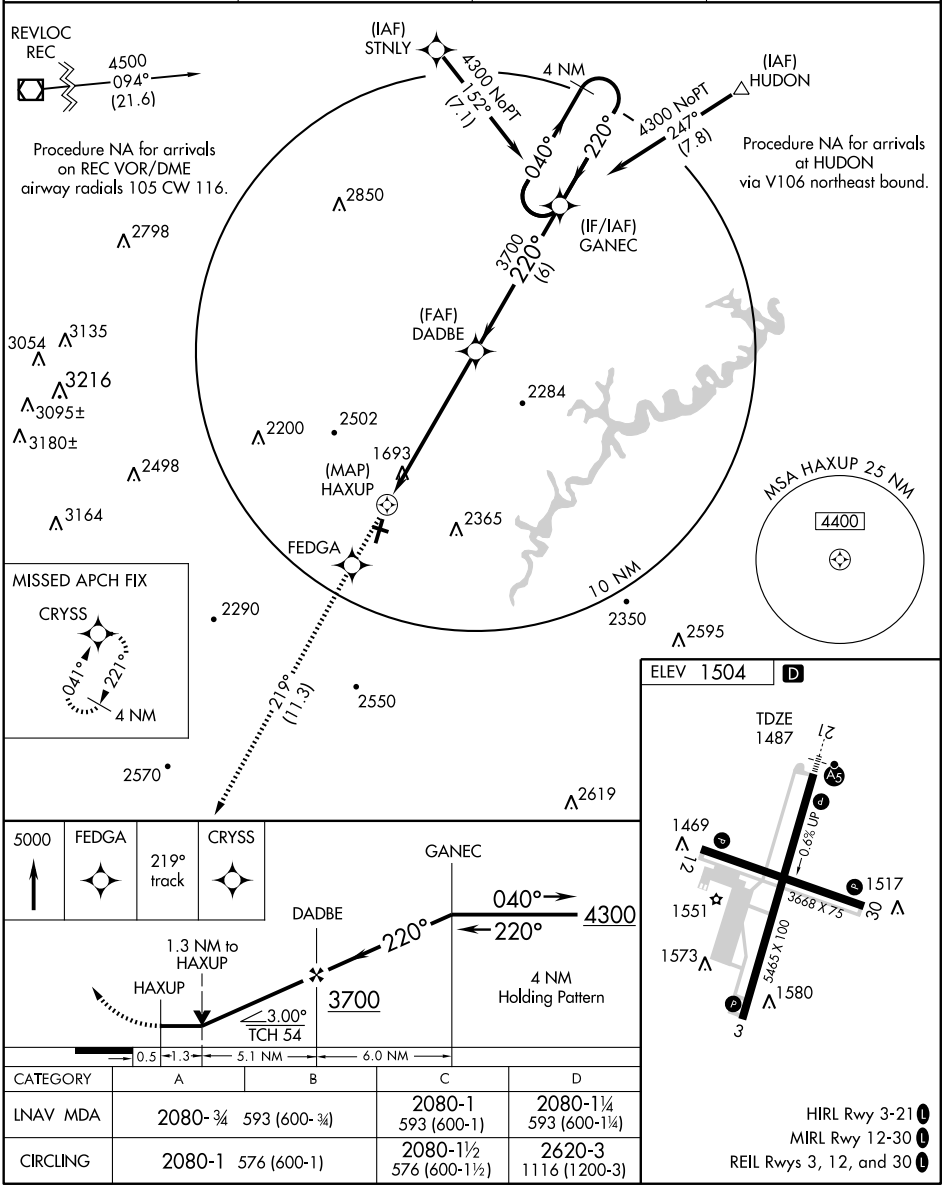
ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6



CATEGORY	A	B	C	D
LNAV MDA	2080-¾ 593 (600-¾)		2080-1 593 (600-1)	2080-1¼ 593 (600-1¼)
CIRCLING	2080-1 576 (600-1)		2080-1½ 576 (600-1½)	2620-3 1116 (1200-3)

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg 5465 TDZE 1487 Apt Elev 1504

RNAV (GPS) Z RWY 21

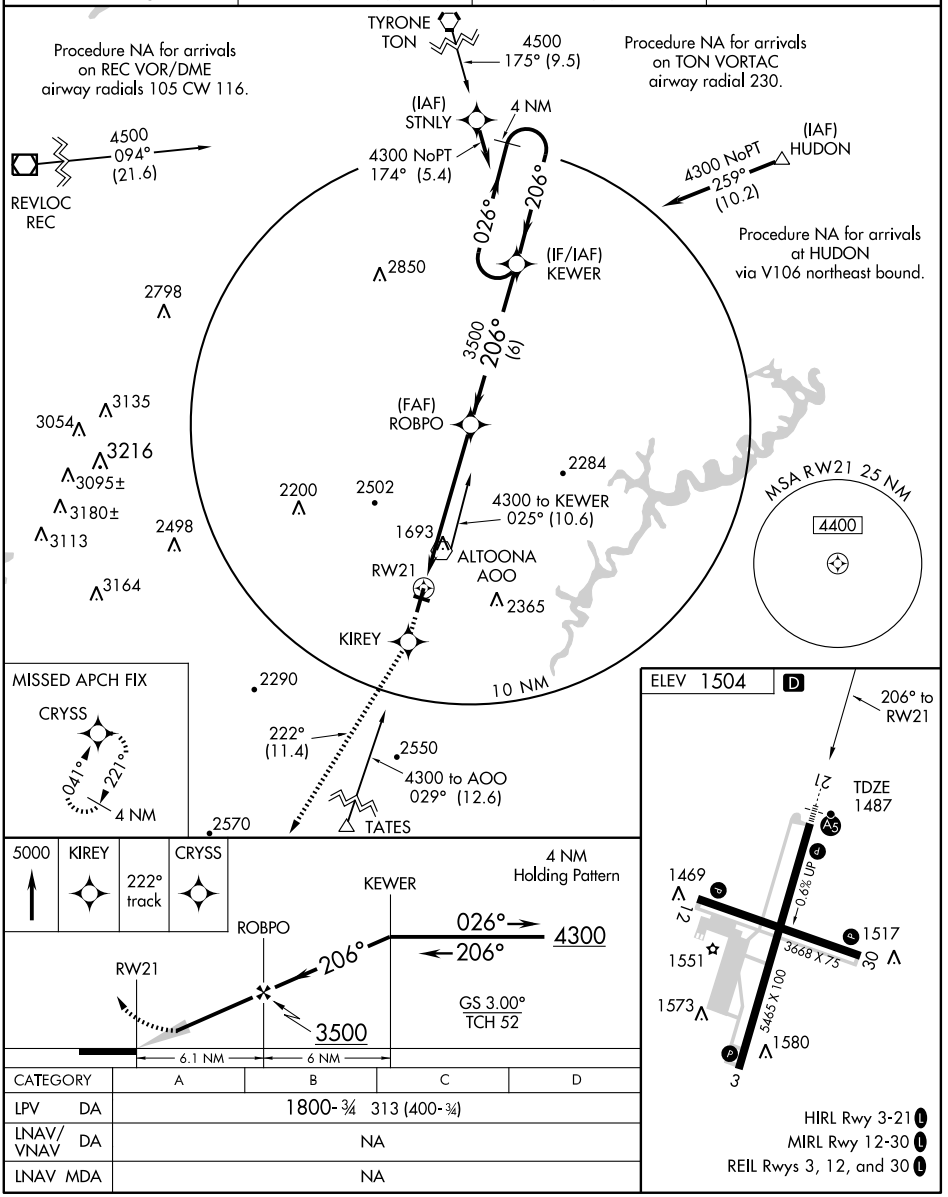
ALTOONA-BLAIR COUNTY (AOO)

NA — DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6



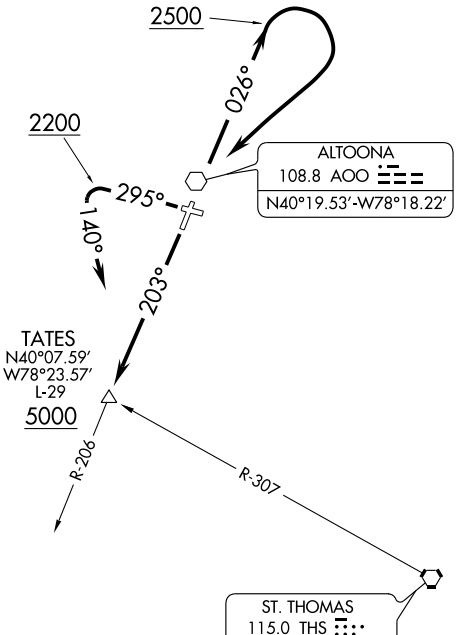
CATEGORY	A	B	C	D
LPV DA	1800-¾ 313 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	NA			

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

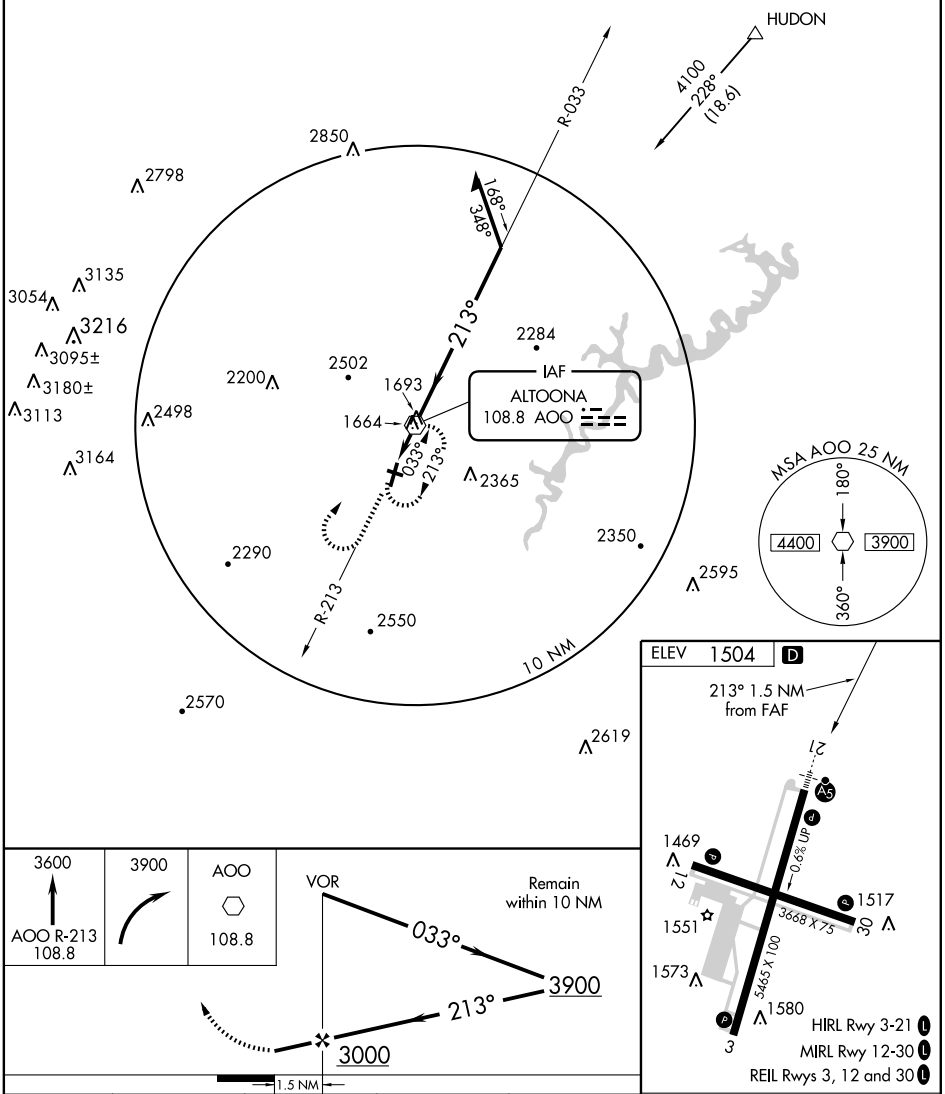
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR AOO 108.8	APP CRS 213°	Rwy Idg N/A TDZE N/A Apt Elev 1504

VOR-A
ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6



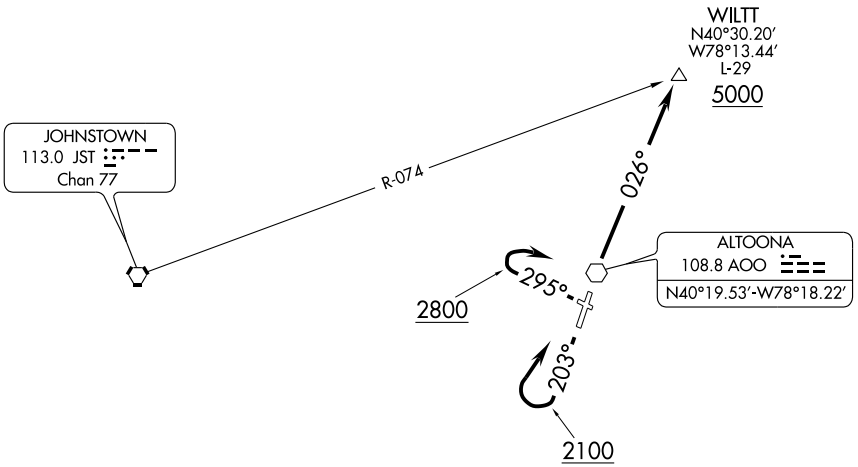
CATEGORY	A	B	C	D
CIRCLING	2420-1¼ 916 (1000-1¼)		2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WILTT THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

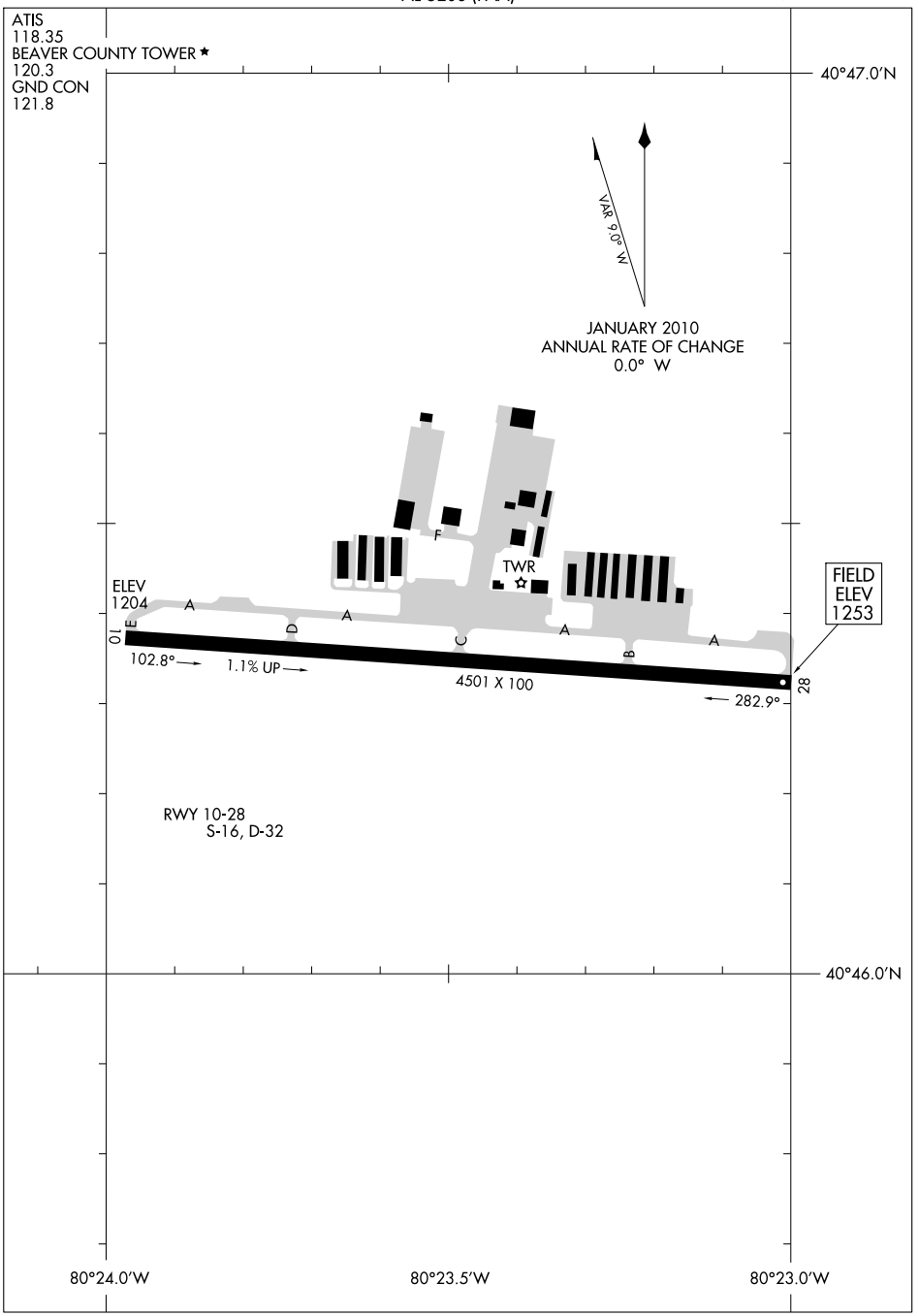
....Cross WILLT INT at or above 5000. Then via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)
BEAVER FALLS, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

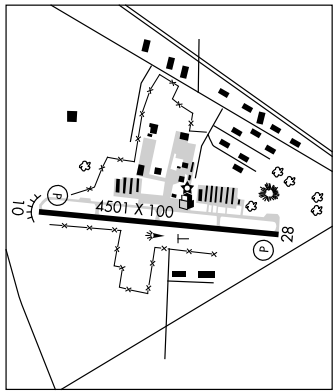
AIRPORT DIAGRAM

BEAVER FALLS, PENNSYLVANIA
BEAVER FALLS/BEAVER COUNTY (BVI)

10210

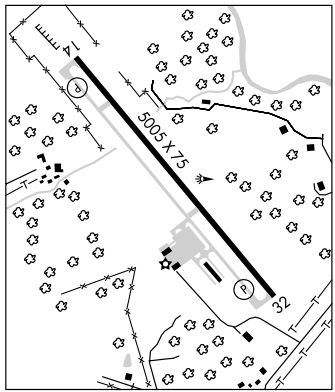
BEAVER FALLS

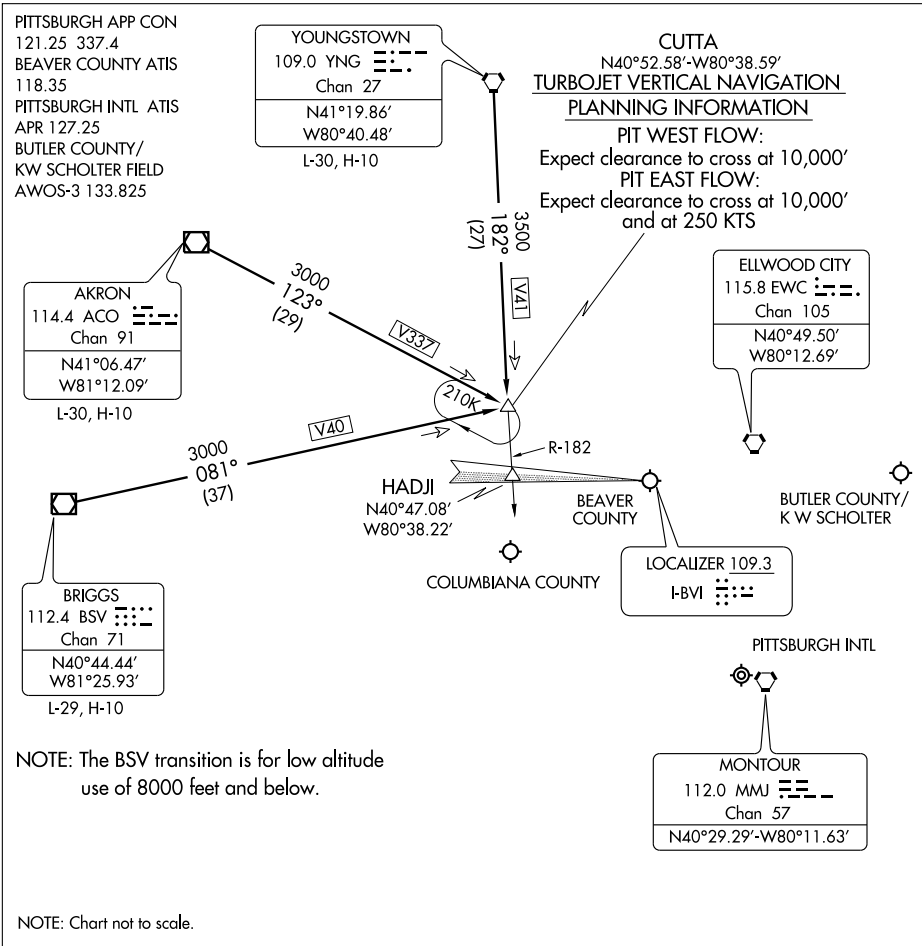
BEAVER CO (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ — DETROIT
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–29C
RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E — IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 28: PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
COMMUNICATIONS: CTAF 120.3 **ATIS** 118.35
ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
TOWER 120.3 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 124.85 (when twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
ILS 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



BEDFORD CO

(HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ — WASHINGTON
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO — H–10H, 12I, L–29D
RWY 14–32: H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL — IAP
RWY 14: REIL. PAPI(P2R)—GA 3.0° TCH 50′. Ground. Rgt tfc.
RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50′.
AIRPORT REMARKS: Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
WEATHER DATA SOURCES: AWOS–3 123.675 (814) 623–2936.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.





AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

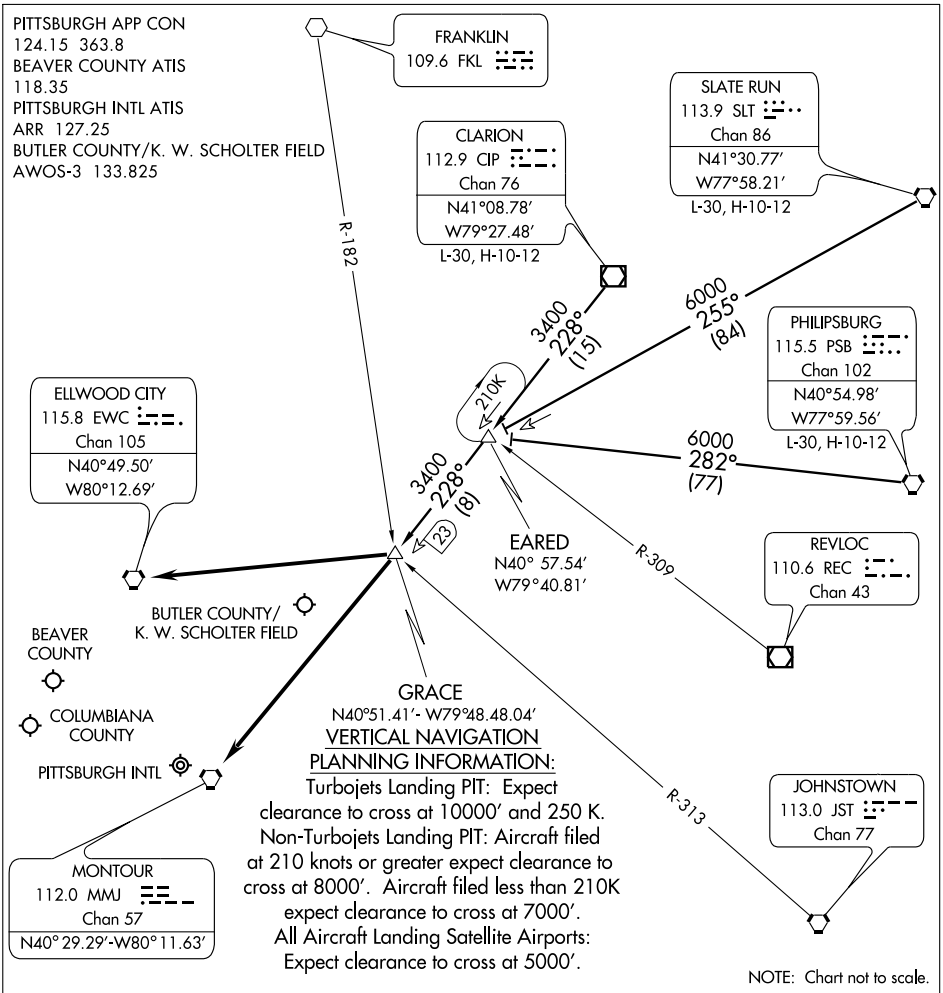
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BVI	APP CRS	Rwy Idg	4501
109.3	101°	TDZE	1238
		Apt Elev	1253

LOC RWY 10

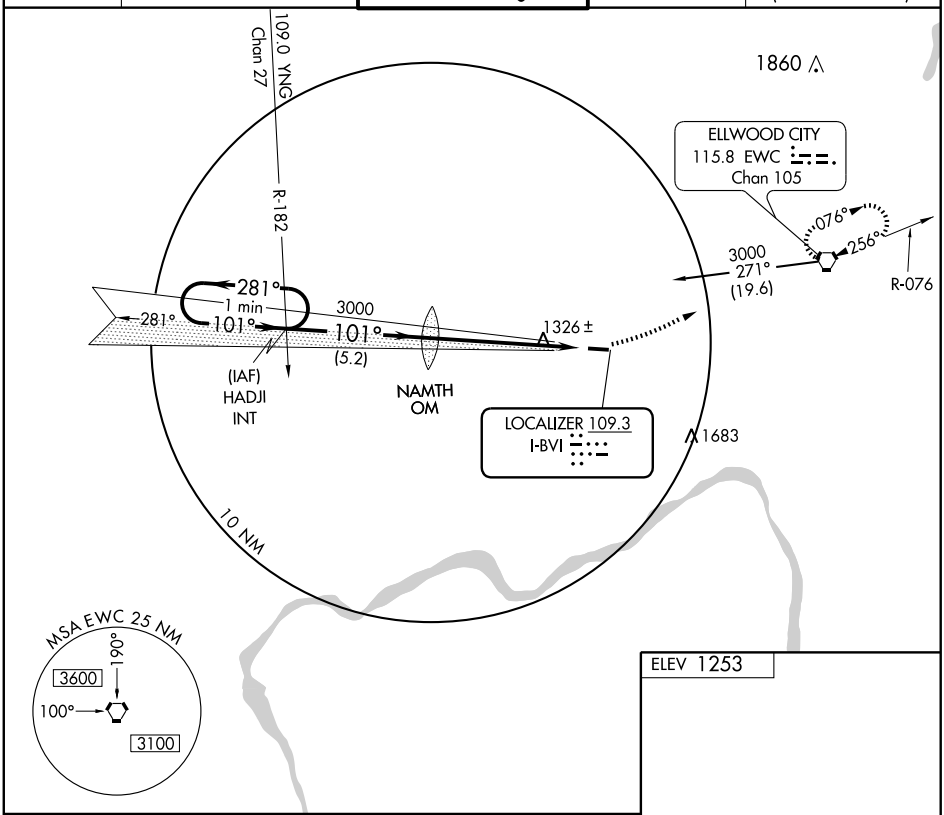
BEAVER FALLS/BEAVER COUNTY (BVI)

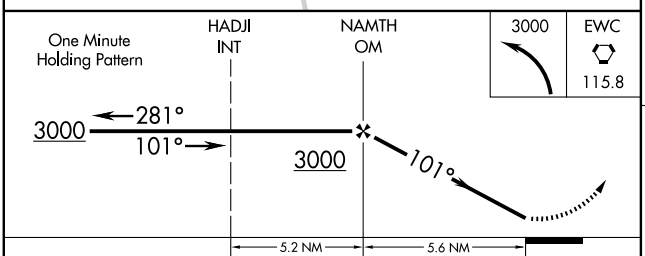
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

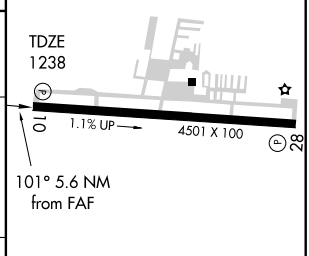
NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-10	1580-1 342 (400-1)			1580-1¼ 342 (400-1¼)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

REIL Rwy 10 and 28 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR or GPS RWY 28

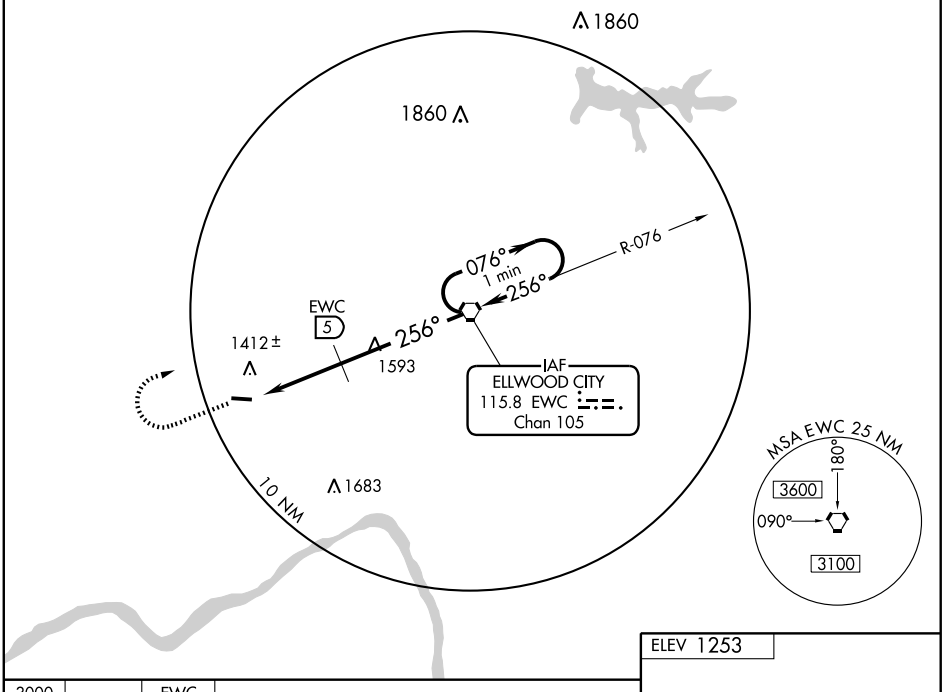
BEAVER FALLS /BEAVER COUNTY (BVI)

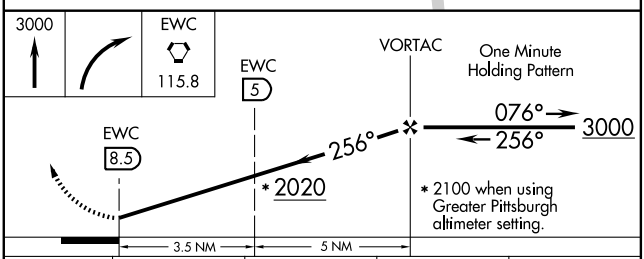
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

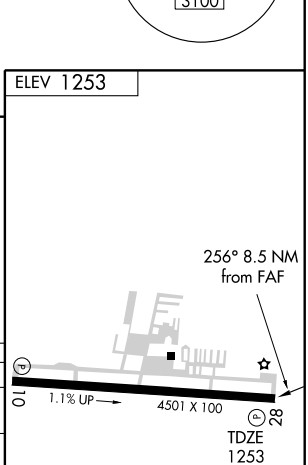
NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
CIRCLING	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
	DME MINIMUMS			
S-28	1680-1 427 (500-1)		1680-1¼ 427 (500-1¼)	1680-1½ 427 (500-1½)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

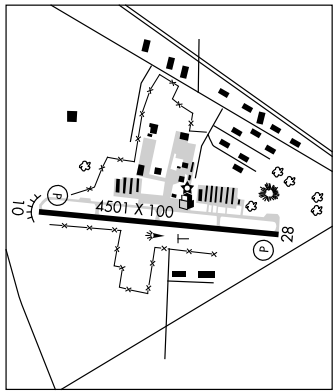
REIL Rwys 10 and 28 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

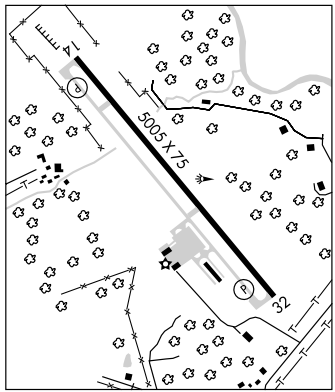
BEAVER FALLS

BEAVER CO (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ — DETROIT
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–29C
RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E — IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 28: PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
COMMUNICATIONS: CTAF 120.3 **ATIS** 118.35
ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
TOWER 120.3 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 124.85 (when twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
ILS 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



BEDFORD CO

(HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ — WASHINGTON
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO — H–10H, 12I, L–29D
RWY 14–32: H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL — IAP
RWY 14: REIL. PAPI(P2R)—GA 3.0° TCH 50′. Ground. Rgt tfc.
RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50′.
AIRPORT REMARKS: Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
WEATHER DATA SOURCES: AWOS–3 123.675 (814) 623–2936.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.



WAAS	APP CRS	Rwy Idg	5005
CH 72916	137°	TDZE	1157
W14A		Apt Elev	1162

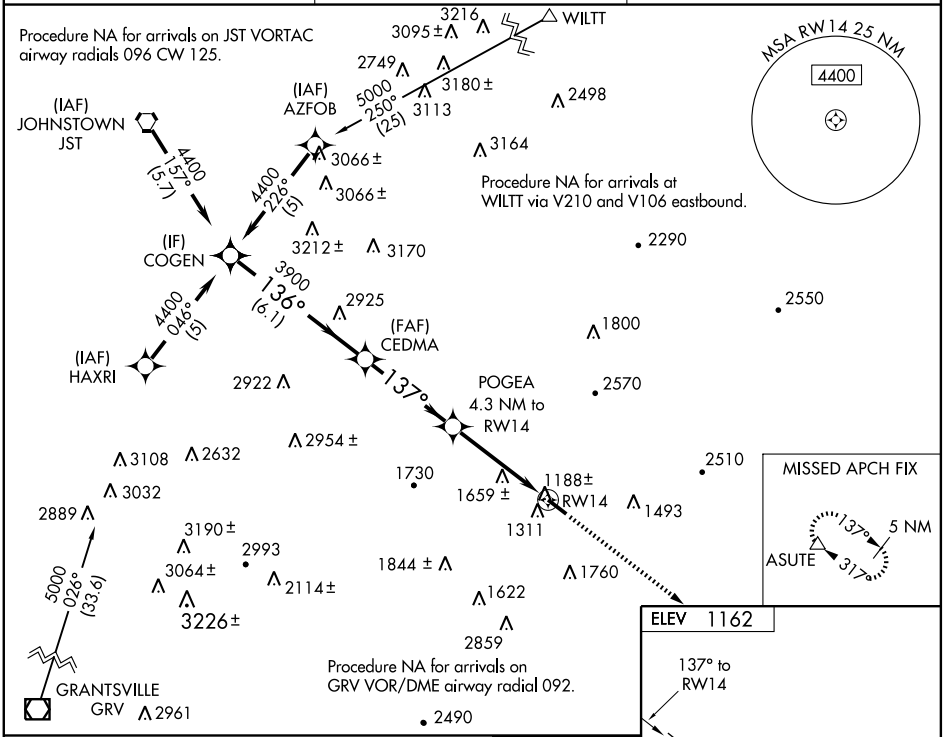
RNAV (GPS) RWY 14

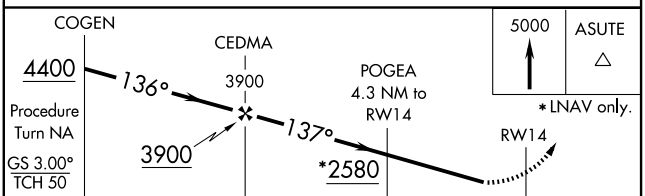
BEDFORD COUNTY (HMZ)

T
NA Baro-VNAV NA when using Altoona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47° C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat A and C visibility ¼ mile and Cat D ½ mile and Circling Cat A visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1678-1¾	521 (600-1¾)		
LNAV/VNAV DA	2149-4	992 (1000-4)		
LNAV MDA	1960-1 803 (800-1)	1960-1¼ 803 (800-1¼)	1960-2¼ 803 (800-2¼)	1960-2½ 803 (800-2½)
CIRCLING	1960-1 798 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
317°	TDZE	1162
	Apt Elev	1162

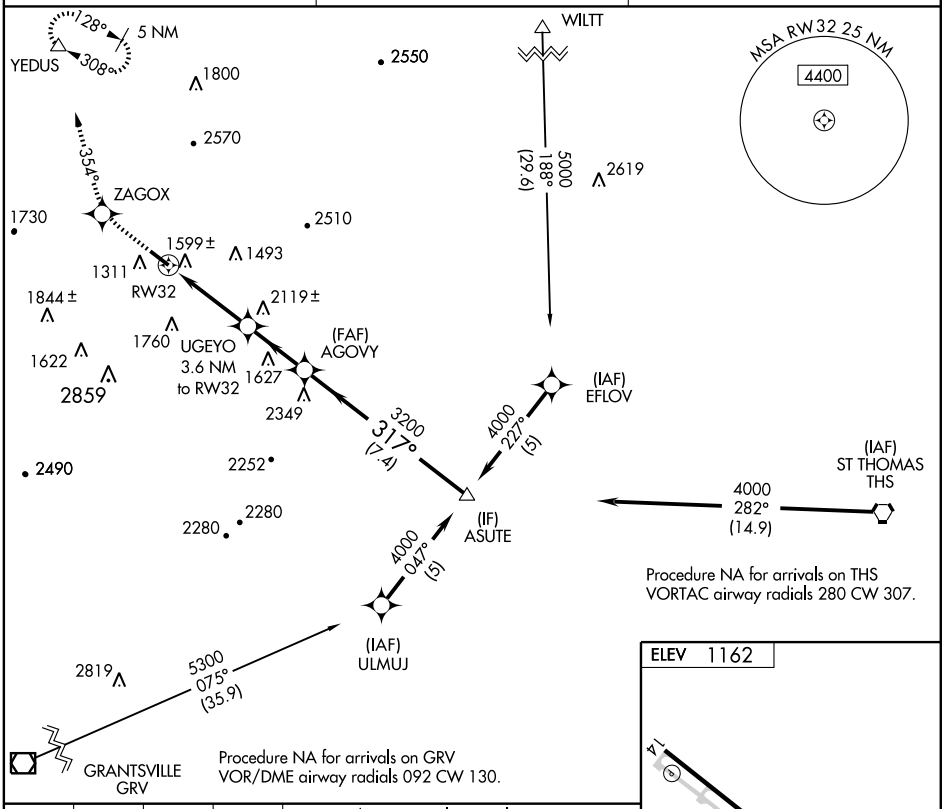
RNAV (GPS) RWY 32

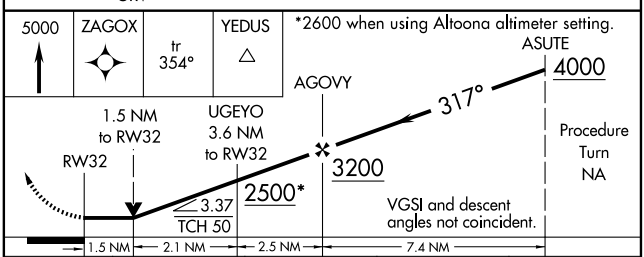
BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LNAV Cat B and C visibility ¼ mile and Circling Cat C visibility ½ mile. LNAV Cat D minima NA when using Altoona altimeter setting.

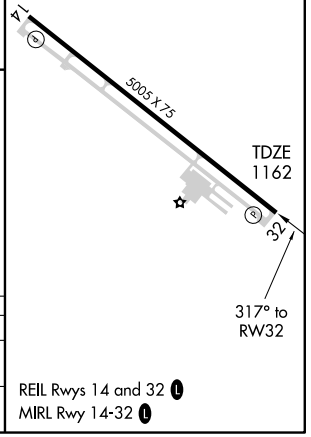
MISSED APPROACH: Climb to 5000 direct ZAGOX and via track 354° to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	1860-2¼ 698 (700-2¼)
CIRCLING	1900-1 738 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	296°	TDZE	N/A
Chan 97		Apt Elev	1163

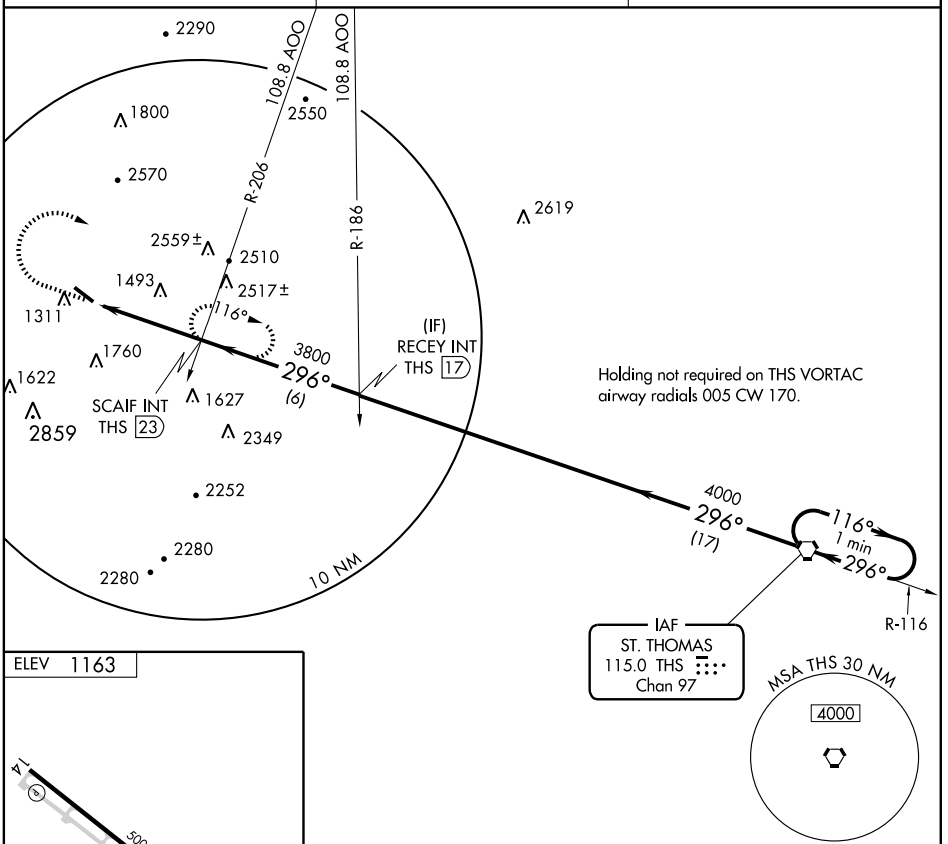
VOR-A
BEDFORD COUNTY (HMZ)

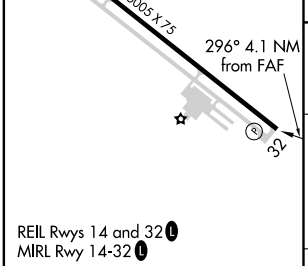
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

NA

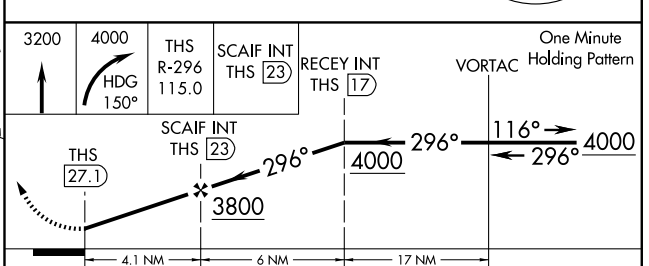
MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

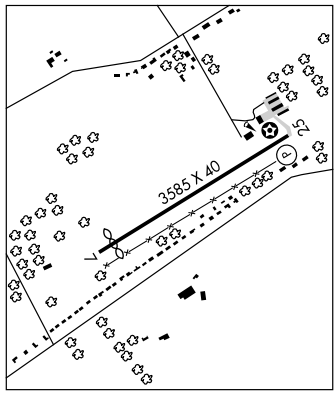


FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1417 (1500-1¼)	2580-1½ 1417 (1500-1½)	2580-3 1417 (1500-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BELLEFONTE (N96) 3 SW UTC−5(−4DT) N40°53.13′ W77°48.98′ **DETROIT**
1071 B S4 **FUEL** 100LL, JET A TPA—2100(1029) NOTAM FILE AOO **L–30I**
RWY 07–25: H3585X40 (ASPH) LIRL (NSTD) **IAP**
RWY 07: Thld dsplcd 238′. Tree.
RWY 25: PAPI (P2L)—GA 3.5° TCH 40°. Rgt tfc.
AIRPORT REMARKS: Attended 1300–dusk. For svc after hrs ctc 814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All helicopters required to use fixed wing tfc pattern. Heavy glider activity during dalgt hrs, all altitudes within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Rwy 07 dsplcd thld unlgtd.
ACTIVATE rotating bcn and LIRL Rwy 07–25—122.7. Rwy 07–25 NSTD LIRL, edge lgts more than 10 ft outward from pavement edge, standard thld lgts. Rwy 07–25 first 30′ on Rwy end 25 not lgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TYRONE (L) VORTAC 114.9 TON Chan 96 N40°44.11′ W78°19.88′ 076° 25.1 NM to Fld. 2630/07W.



BELLGROVE N40°26.16′ W76°33.18′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 328 BZJ at Muir AAF. (Fort Indiantown Gap) **L–30J, 34G, A**

BELTZVILLE (See LEHIGHTON)

BENDIGO (See TOWER CITY)

BENJE N40°22.53′ W79°16.30′ NOTAM FILE LBE. **DETROIT**
NDB (MHW) 382 BHU 233° 8.5 NW to Arnold Palmer Rgnl. **L–29C**

BENSALEM

TOTAL RF HELIPORT (ØØA) 1 E UTC−5(4−4DT) N40°04.25′ W74°56.02′ **NEW YORK**
11 S2 NOTAM FILE IPT
HELIPAD H1: H80X80 (ASPH) PERIMETER LIGHTS
HELIPORT REMARKS: Attended Mon–Fri 1330–2300Z‡. After hrs 215–990–5300. Ingress/egress 290°–110° and 20′–200′.
COMMUNICATIONS: CTAF 122.9

BERMUDIAN VALLEY AIRPARK (See KRALLTOWN)

BETHEL

GRIMES (8N1) 2 E UTC−5(−4DT) N40°29.09′ W76°15.81′ **NEW YORK**
582 NOTAM FILE IPT
RWY 11–29: 2720X100 (TURF)
RWY 11: Thld dsplcd 250′. Road. **RWY 29:** Thld dsplcd 270′. Road.
AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 11–29 first 700 ft of rwy on W end unusable in early spring due to wet conditions. Rwy 11–29 marked with white elevated plastic containers. Rwy 11 and 29 dsplcd thlds marked with 3 red elevated plastic containers.
COMMUNICATIONS: CTAF/UNICOM 122.8

VORTAC PSB 115.5 Chan 102	APP CRS 113°	Rwy Idg N/A TDZE N/A Apt Elev 1071

VOR or GPS-A

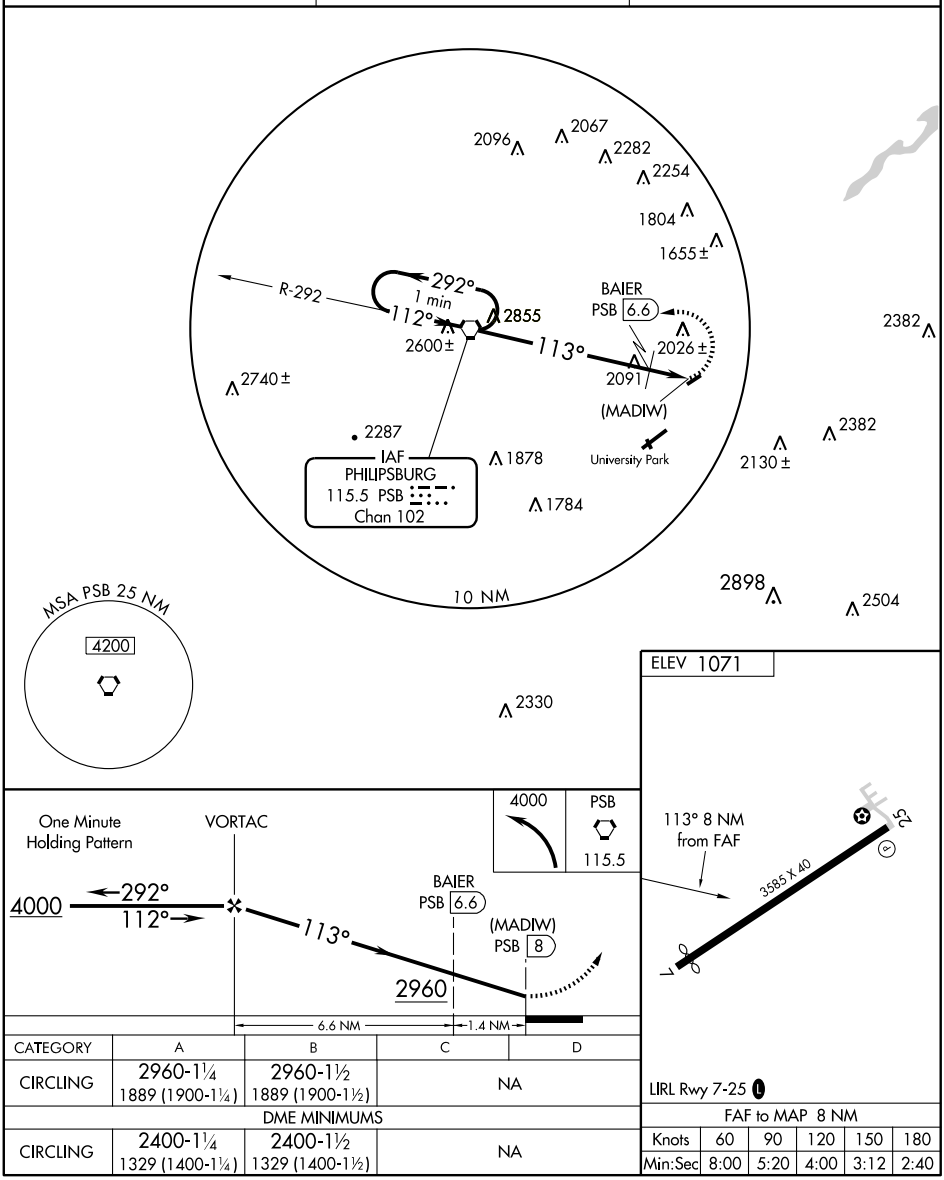
BELLEFONTE (N96)

Use University Park altimeter setting; when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

NA

MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

NEW YORK CENTER	UNICOM	
134.8 338.3	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
CIRCLING	2960-1¼ 1889 (1900-1¼)	2960-1½ 1889 (1900-1½)	NA	
DME MINIMUMS				
CIRCLING	2400-1¼ 1329 (1400-1¼)	2400-1½ 1329 (1400-1½)	NA	

LIRL Rwy 7-25 L

FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BLOOMSBURG MUNI (N13) 0 E UTC−5(−4DT) N40°59.87′ W76°26.16′

NEW YORK
L–30J
IAP

481 B S4 **FUEL** 100LL TPA—1581(1100) NOTAM FILE IPT

RWY 08–26: H2800X50 (ASPH) S–12.5 LIRL

RWY 08: Road. **RWY 26:** Pole.

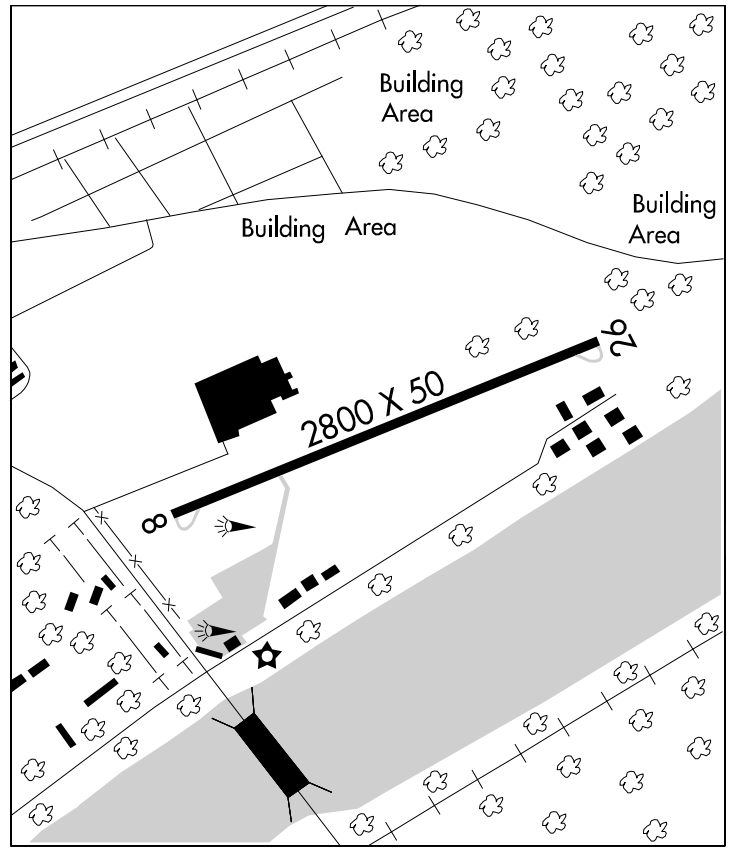
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. For svc after hrs call 570–683–5604 or 570–875–0375. Overnight fee. Fee waived with fuel purchase.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 107° 11.3 NM to fld. 1000/09W.



BLUE KNOB VALLEY (See NEWRY)

BRADEN AIRPARK (See EASTON)

BRADFORD CO (See TOWANDA)

BRADFORD N41°47.19′ W78°37.16′ NOTAM FILE BFD.

DETROIT
L–30I

(L) VOR/DME 116.6 BFD Chan 113 324° 1.4 NM to fld. 2100/07W.

VOR unusable:

145°–156° byd 10 NM 341°–049°

156°–262°

RCO 122.1R 116.6T (ALTOONA RADIO) **RCO** 122.2 122.3 (ALTOONA RADIO)

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	481

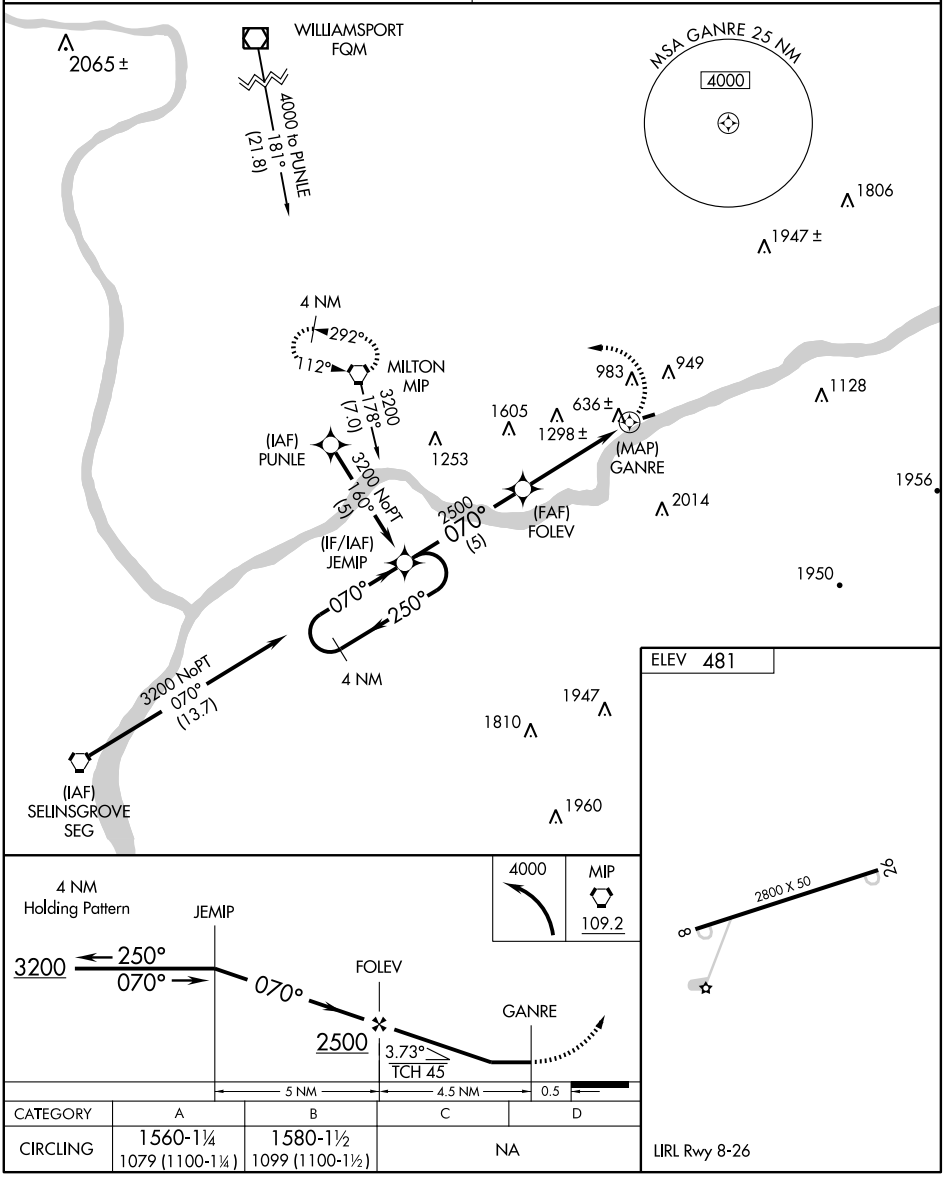
RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 1079 (1100-1¼)	1580-1½ 1099 (1100-1½)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MIP 109.2 Chan 29	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 481

VOR-A
BLOOMSBURG MUNI (N13)

NA

Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)

2065 ±

MSA MIP 25 NM
3900

IAF
MILTON
109.2 MIP
Chan 29

RYDOR INT
MIP 6

R-289

289°
1 min
109°

2300
108°
(6)

NoPT for arrival on MIP VORTAC airway radial 289.

1806
1947 ±
1640
1128
983
949
636 ±
1253
1605
1956
2014
1950
10 NM
R-059
1947
1810
1960

SELINSGROVE
110.4 SEG
Chan 41

ELEV 481

108° 4.3 NM from FAF

2800 X 50

26

One Minute Holding Pattern

VORTAC

4000 ← 289°
109° →

RYDOR INT
MIP 6

108°

MIP
10.3

2300

3.88°
TCH 40

6 NM

4.3 NM

4000

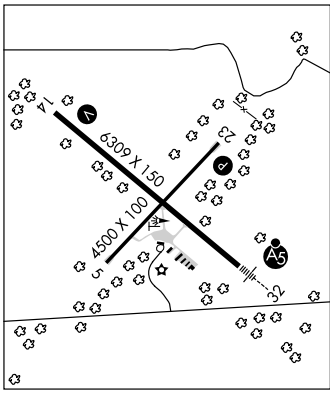
MIP
109.2

LIRL Rwy 8-26

CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1459 (1500-1¼)	1940-1½ 1459 (1500-1½)	NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

BRADFORD RGNL (BFD) 10 S UTC−5(−4DT) N41°48.18′ W78°38.41′ **DETROIT**
2143 B S2 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BFD **H–10H, 12J, L–30I**
IAP
RWY 14–32: H6309X150 (ASPH–GRVD) S–48, D–60, 2D–92 HIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
RWY 32: MALSR. Pole.
RWY 05–23: H4500X100 (ASPH–GRVD) S–48, D–60 MIRL
0.3% up NE
RWY 05: REIL. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION:
RWY 05: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 14: TORA–6309 TODA–6309 ASDA–6309 LDA–6309
RWY 23: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 32: TORA–6309 TODA–6309 ASDA–6309 LDA–6309
AIRPORT REMARKS: Attended 1200–0100Z‡. Class I, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 814–368–5928. Index B coverage avbl 1200–0100Z‡. After 0100Z‡, for emergencies call 911 or 814–465–9998 or 814–366–3383. Deer and birds on and invof arpt. No snow removal avbl 1200–0100Z‡. Acft de–icing avbl. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE REIL Rwy 05, Rwy 14 and Rwy 23, MALSR Rwy 32, HIRL Rwy 14–32, MIRL Rwy 05–23, VASI Rwy 14, PAPI Rwy 23, and twy lgts—CTAF. Ldg fee.
WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 122.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
AIRSPACE: CLASS E svc Mon–Fri 1100–0330Z‡, Sat 1100–2330Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BFD.
(L) VOR/DME 116.6 BFD Chan 113 N41°47.19′ W78°37.16′ 324° 1.4 NM to fld. 2100/07W.
ILS 108.3 I–BFD Rwy 32. Class IT.

BRANDYWINE (See WEST CHESTER)

BROGUE

BAUBLITZ COMMERCIAL (9W8) 1 S UTC−5(−4DT) N39°51.14′ W76°29.18′ **WASHINGTON**
750 S2 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 2493X100 (TURF)
RWY 10: Thld dsplcd 476′. Pole. **RWY 28:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended dalgt hrs. Daylight ops only. No winter snow removal. Rwy 10–28 edges and rwy ends marked by yellow flush painted markers. Rwy 10 dsplcd thld marked by 2 yellow flush markers each side of rwy. Rwy 28 dsplcd thld marked by 2 yellow flush markers each side of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For pick–up clearance call 410–859–7256.

BROKENSTRAW (See PITTSFIELD)

BUTLER

BUTLER FARM SHOW (3G9) 3 W UTC−5(−4DT) N40°51.15′ W79°58.49′ **DETROIT**
1333 B **FUEL** 100LL NOTAM FILE AOO
RWY 18–36: H2580X38 (ASPH) S–9 LIRL (NSTD)
RWY 18: Thld dsplcd 180′. Pole. **RWY 36:** Thld dsplcd 123′. Trees.
AIRPORT REMARKS: Attended irregularly. Pre-coordinate fuel svc. Rwy 18–36 CLOSED to touch and go ldg. Ultralight ops prohibited. Bird activity invof rwy. LIRL Rwy 18–36 opr dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL Rwy 18–36 —CTAF. Rwy 18–36 lgtd thld Rwy 18 dsplcd 180 ft; lgtd thld Rwy 36 dsplcd 123 ft. LIRL Rwy 18–36 NSTD, edge lgts 50′ from rwy edge. Rwy 18–36 single wheel capacity 9000 lbs per arpt manager. + 22 ft marked pline 292 ft from Rwy 18 thld on extended centerline. Rwy 18 and Rwy 36 dsplcd thld markings are yellow. Rwy 18–36 dsplcd rwy ends avbl for take off and rollout.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′
089° 10.9 NM to fld. 1227/08W.

ILS or LOC RWY 32

BRADFORD RGNL (BFD)

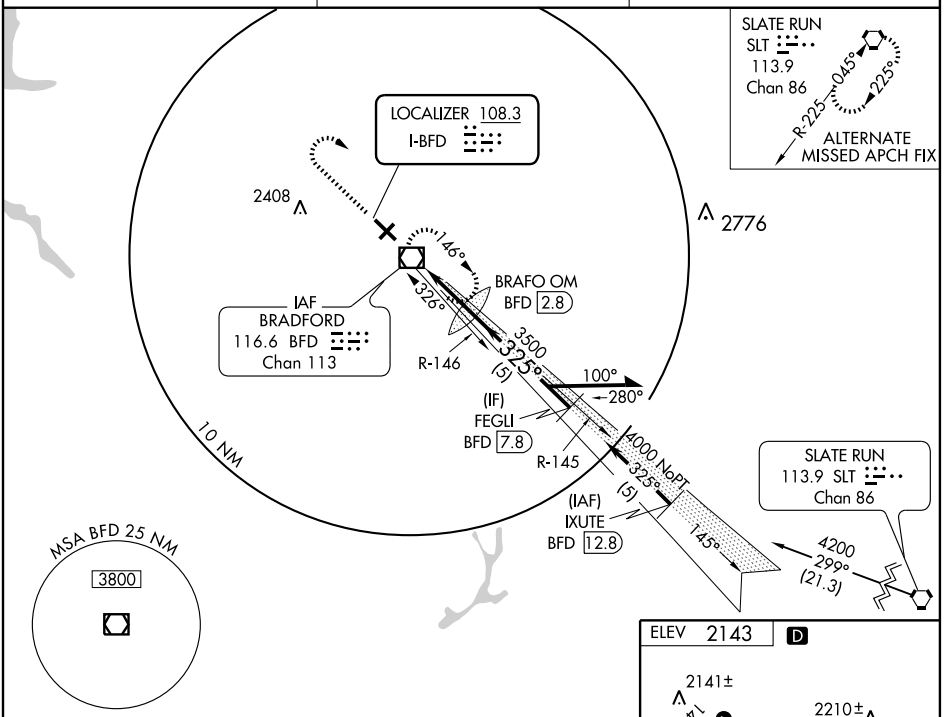
LOC I-BFD	APP CRS	Rwy Idg	6309
108.3	325°	TDZE	2120
		Apt Elev	2143

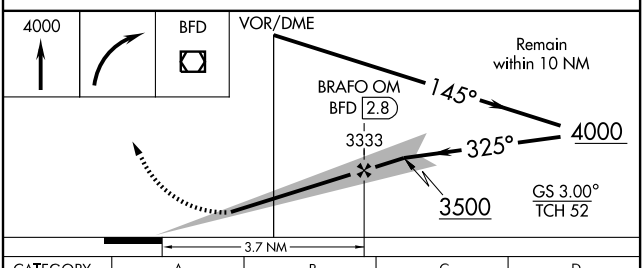
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile. When local altimeter setting not received, use St Marys altimeter setting and increase S-ILS 32 DA to 2405 and all MDA 100; increase S-LOC 32 Cat C visibility to ¾ mile. For inoperative MALSR when using St Marys altimeter setting, increase S-ILS 32 visibility ½ mile.

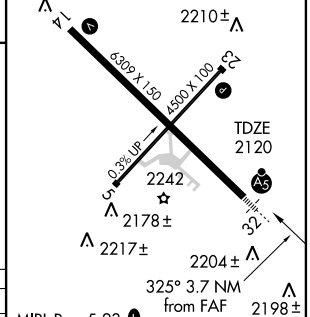
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

CATEGORY	A	B	C	D
S-ILS 32	2320-½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460-¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6309
CH 72919	145°	TDZE	2118
W14A		Apt Elev	2143

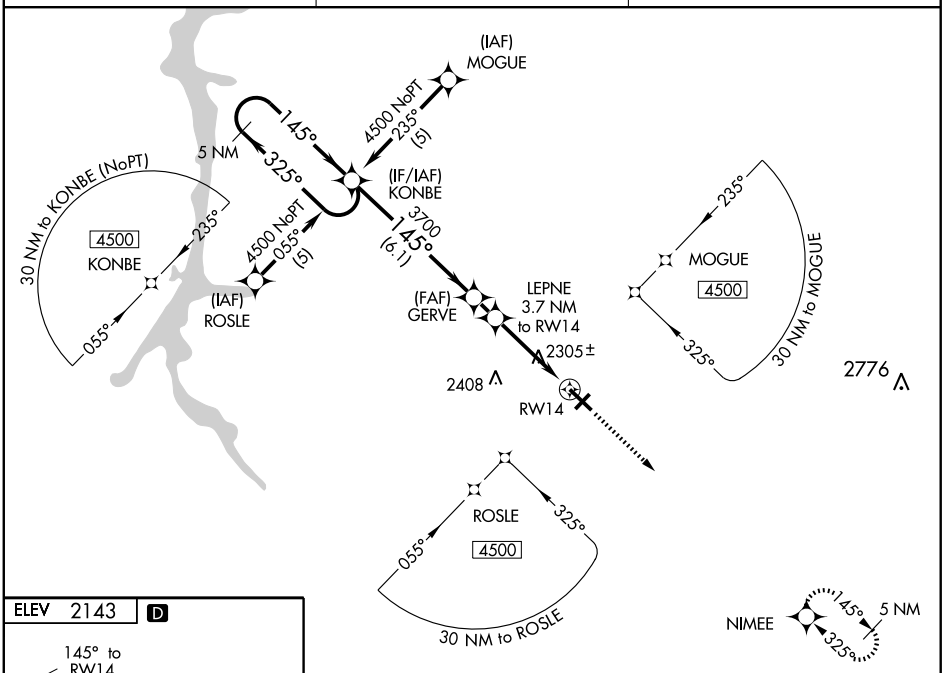
RNAV (GPS) RWY 14

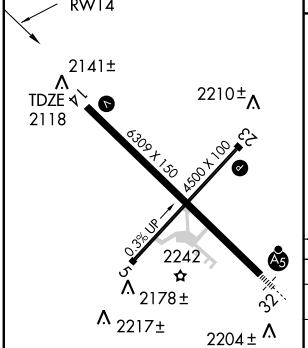
BRADFORD RGNL (BFD)

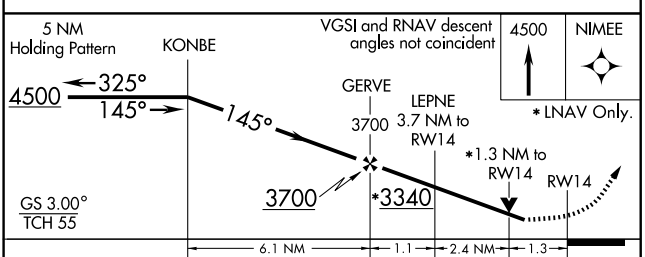
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St Marys altimeter setting. When local altimeter setting not received, use St Marys altimeter setting and increase LPV DA to 2453, LNAV/VNAV DA to 2575 and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NIMEE and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2368-¾ 250 (300-¾)			
LNAV/VNAV DA	2490-1¼ 372 (400-1¼)			
LNAV MDA	2560-1 442 (500-1)		2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6309
CH 87019	325°	TDZE	2120
W32A		Apt Elev	2143

RNAV (GPS) RWY 32

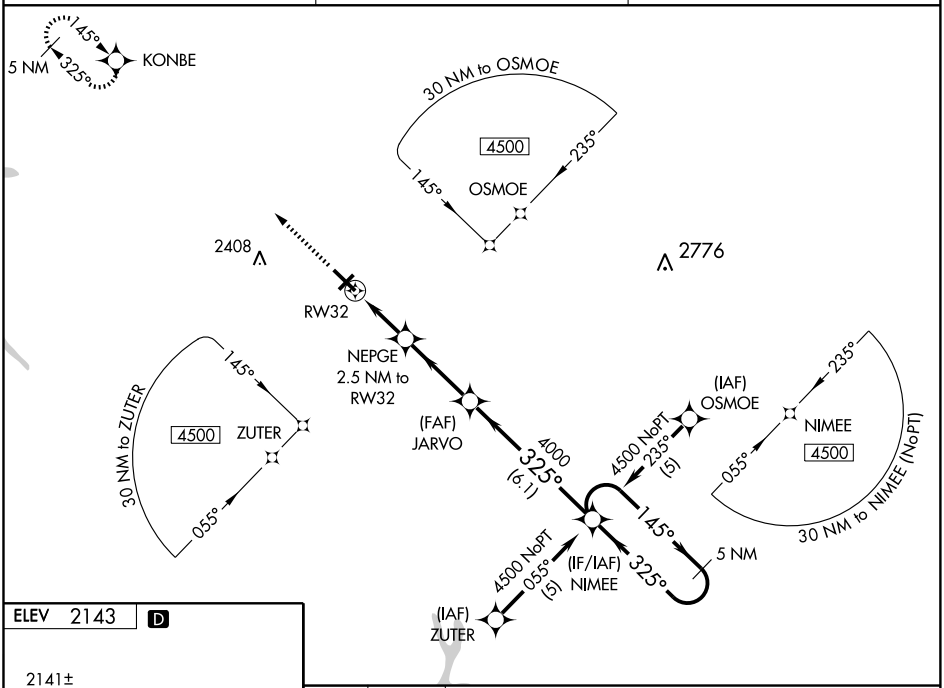
BRADFORD RGNL (BFD)

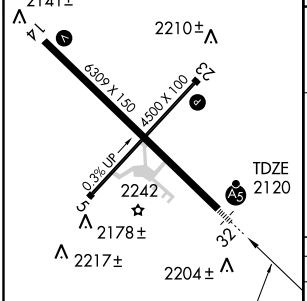
Baro-VNAV NA when using St Marys altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Marys altimeter setting and increase LPV DA to 2405, LNAV/VNAV DA to 2665, and all MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

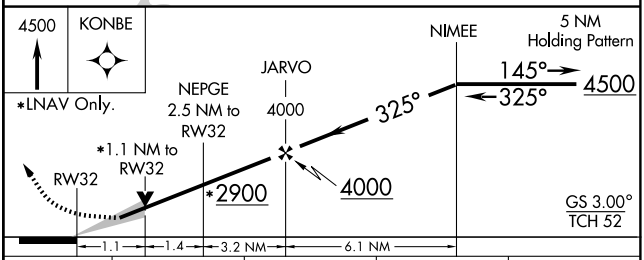
MALSR

MISSED APPROACH: Climb to 4500 direct KONBE and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2320-½ 200 (200-½)			
LNAV/VNAV DA	2580-1¼ 460 (500-1¼)			
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

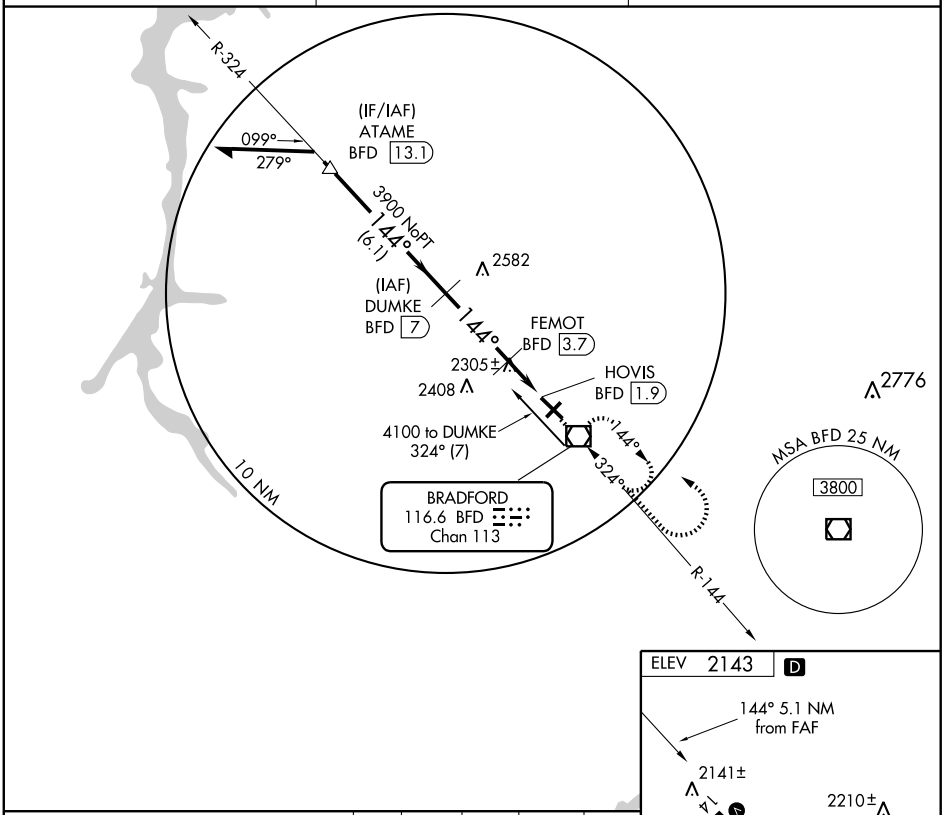
VOR/DME RWY 14

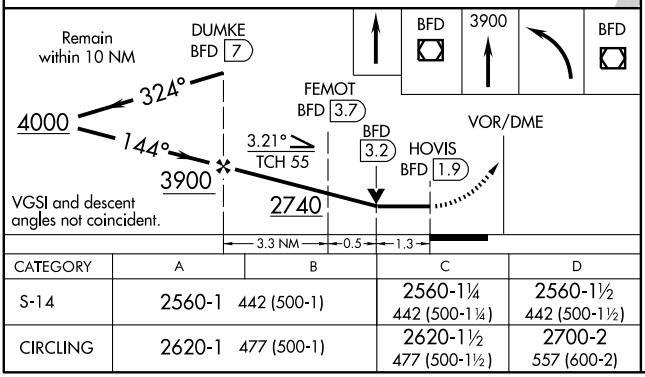
BRADFORD RGNL (BFD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use St Marys altimeter setting and increase all MDA 100 feet and increase S-14 Cat C and D visibility ¼ mile.

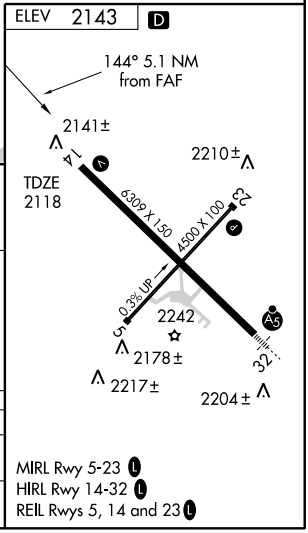
MISSED APPROACH: Climb direct BFD VOR/DME, then continue climb to 3900 then left turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-14	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

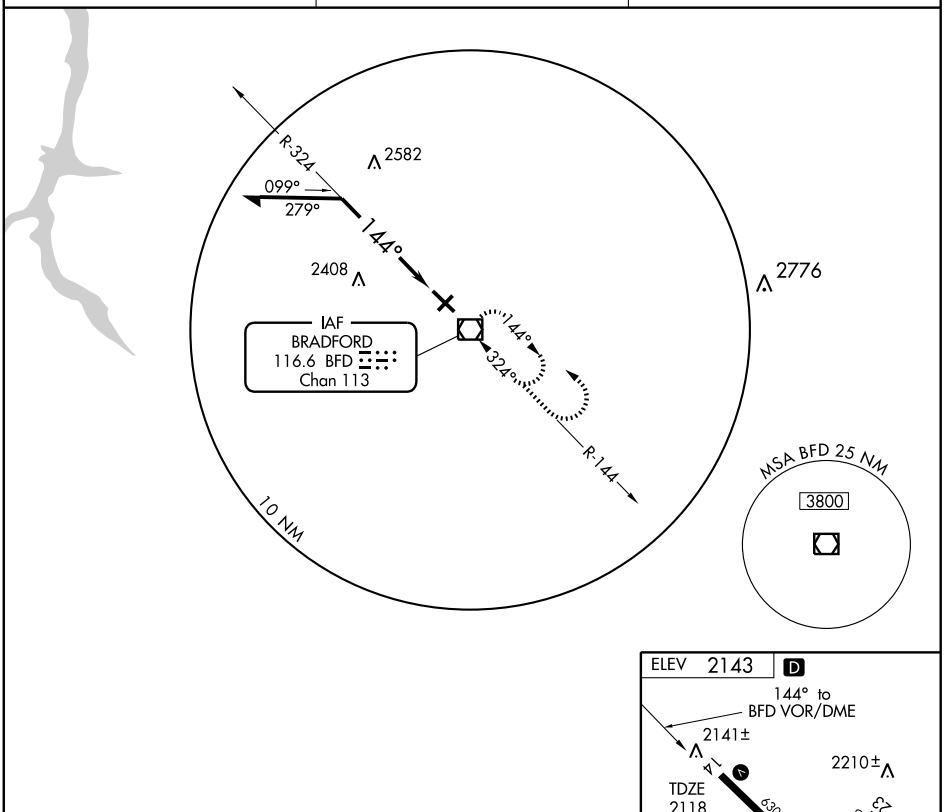
VOR RWY 14

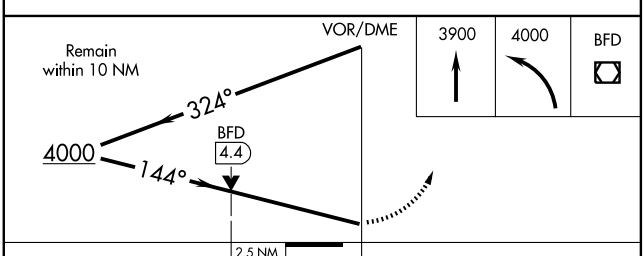
BRADFORD RGNL (BFD)

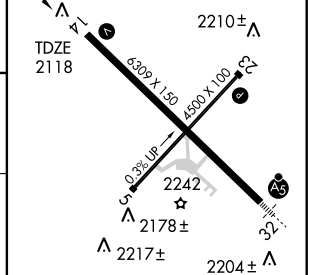
Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Marys altimeter setting and increase all MDA 100 feet and increase S-14 and Circling Cats A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 then climbing left turn to 4000 direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2940-1 822 (800-1)	2940-1¼ 822 (800-1¼)	2940-2½ 822 (800-2½)	2940-2¾ 822 (800-2¾)
CIRCLING	2940-1 797 (800-1)	2940-1¼ 797 (800-1¼)	2940-2½ 797 (800-2½)	2940-2¾ 797 (800-2¾)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BUTLER CO/K W SCHOLTER FLD (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
RWY 08–26: H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
RWY 08: MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.825 (724) 586–6434. SAWRS.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 123.05
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
ILS 111.5 I–BTP Rwy 08.



BUTTER VALLEY GOLFPORT (See BALLY)

CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

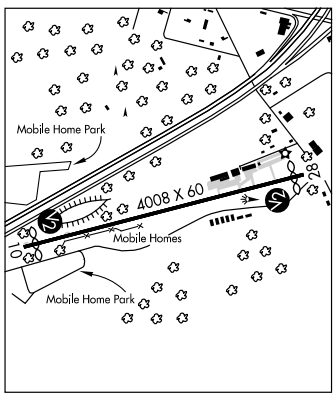
CANADENSIS

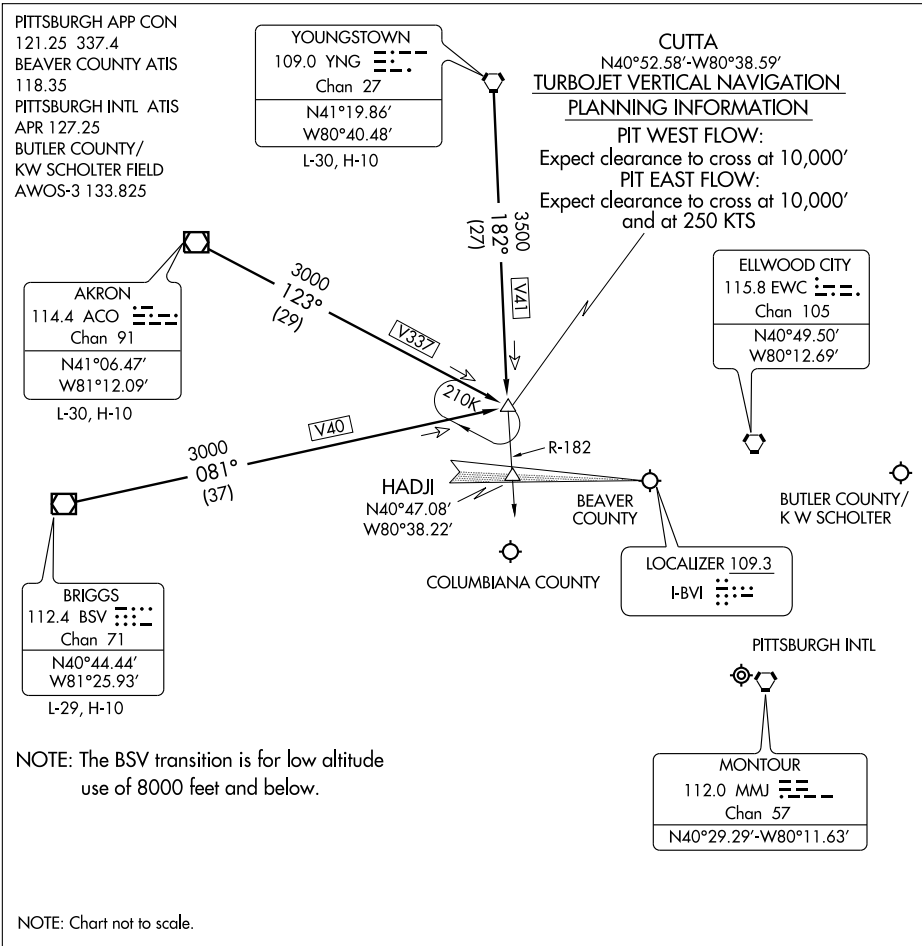
FLYING DOLLAR (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)
RWY 02: Brush. **RWY 20:** Thld dsplcd 500′. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
COMMUNICATIONS: CTAF 122.9

CAPITAL CITY (See HARRISBURG)

CARBON N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

CARLISLE (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
RWY 10: PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
RWY 28: PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
AIRPORT REMARKS: Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 800–932–0712.





AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

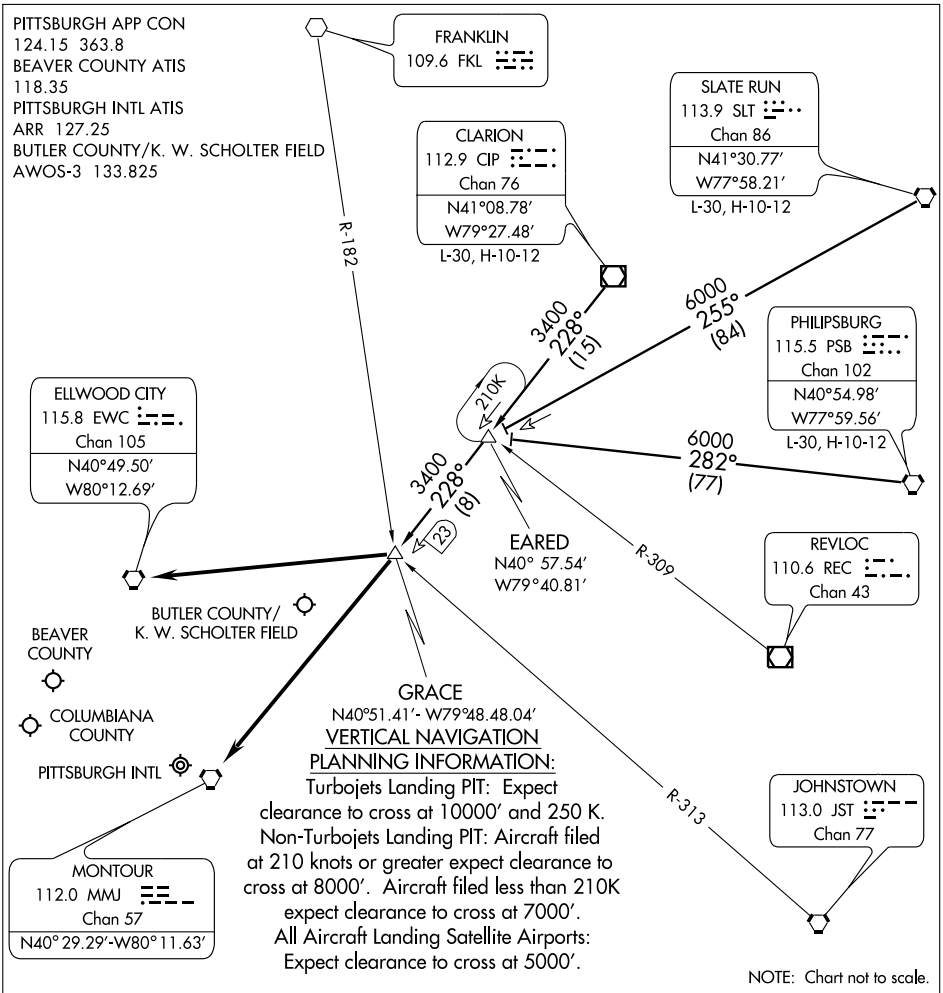
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

GRACE
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION:
Expect to cross at
10000/250KTS.

CLARION
CIP

13000
230°
(15)

10 NM

210 KTS

10000
255°
(84)

SLATE RUN
SLT

PHILIPSBURG
PSB

11000
280°
(77)

EARED

4000
230°
(8)

4000
200°
(5)

BUTLER COUNTY/
K.W. SCHOLTER FIELD

HAYNZ

4000
235°
(17)

4000
200°
(10)

MYRON

3000
281°
(5)

3000
281°
(8)

281°

TOWEL

TERBL

ROOSA

125°

4000
210°
(11)

PITTSBURGH INTL

COPPE

165°

N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale

CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

LOC I-BTP	APP CRS	Rwy Idg	4801
111.5	080°	TDZE	1246
		Apt Elev	1248

ILS or LOC RWY 8

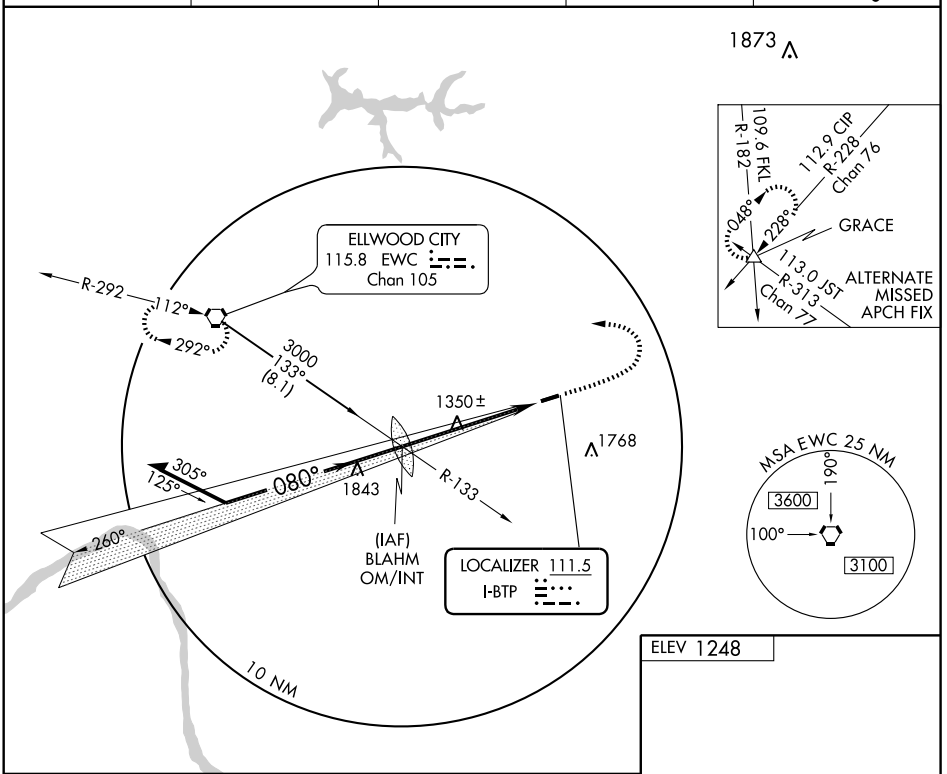
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

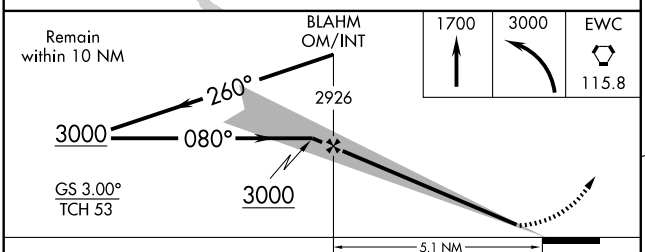
Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 8 Cats C/D visibility and Circling Cat C visibility ¼ mile.

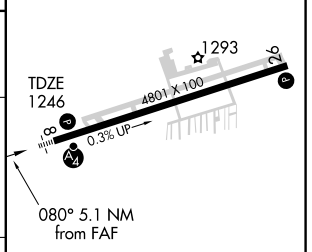
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 L







REIL Rwy 26
HIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-ILS 8	1496-1 250 (300-1)			
S-LOC 8	1700-1 454 (500-1)		1700-1¼ 454 (500-1¼)	1700-1½ 454 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

(JESEY.JESEY1) 09351

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56502 W08A	APP CRS 080°	Rwy Idg 4801 TDZE 1246 Apt Elev 1248

RNAV (GPS) RWY 8

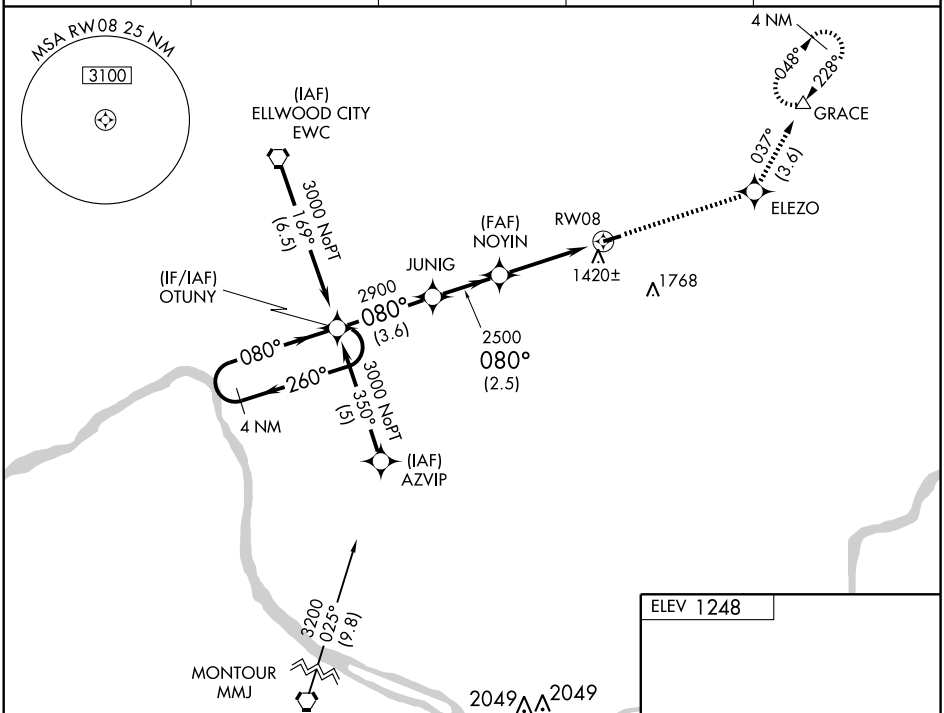
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

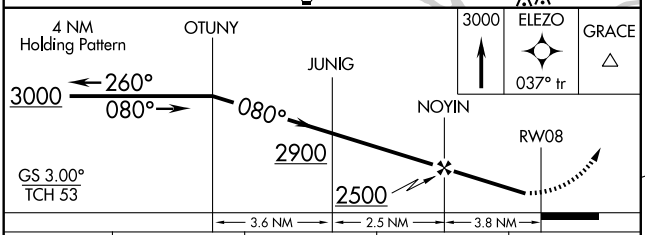
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

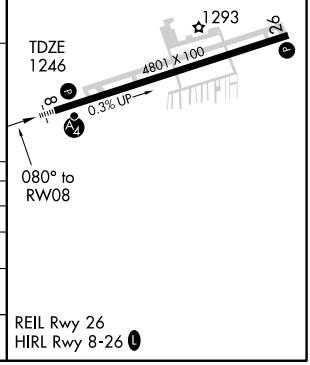
MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)







CATEGORY	A	B	C	D
LPV DA	1547-1 301 (400-1)			
LNAV/VNAV DA	1643-1½ 397 (400-1½)			
LNAV MDA	1680-1 434 (500-1)		1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4801
260°	TDZE	1248
	Apt Elev	1248

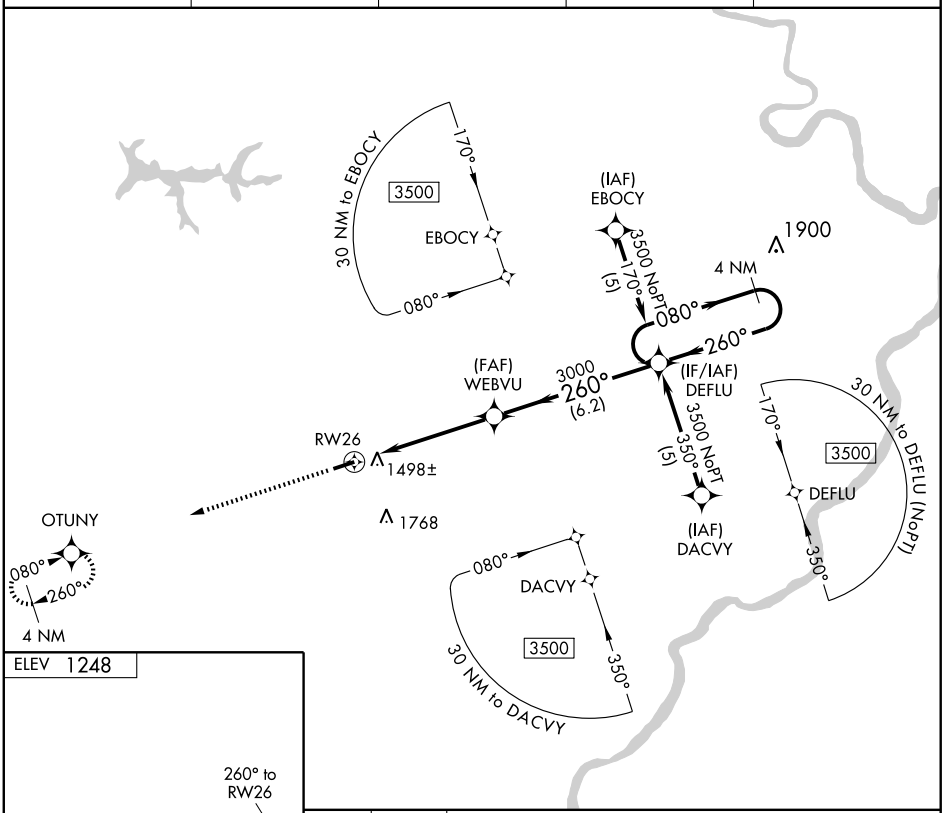
RNAV (GPS) RWY 26

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

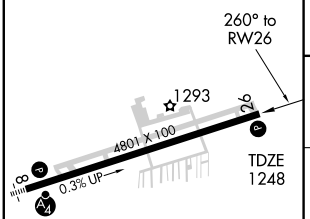
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

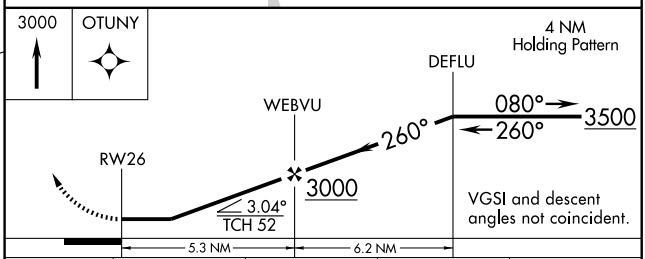
MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)



ELEV 1248





CATEGORY	A	B	C	D
LNAV MDA	1760-1 512 (600-1)		1760-1½ 512 (600-1½)	1760-1¾ 512 (600-1¾)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 (L)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BUTLER CO/K W SCHOLTER FLD (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
RWY 08–26: H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
RWY 08: MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.825 (724) 586–6434. SAWRS.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 123.05
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
ILS 111.5 I–BTP Rwy 08.



BUTTER VALLEY GOLFPORT (See BALLY)

CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

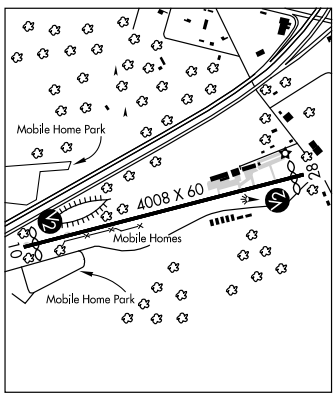
CANADENSIS

FLYING DOLLAR (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)
RWY 02: Brush. **RWY 20:** Thld dsplcd 500′. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
COMMUNICATIONS: CTAF 122.9

CAPITAL CITY (See HARRISBURG)

CARBON N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

CARLISLE (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
RWY 10: PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
RWY 28: PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
AIRPORT REMARKS: Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 800–932–0712.



LOM CX 219	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 510

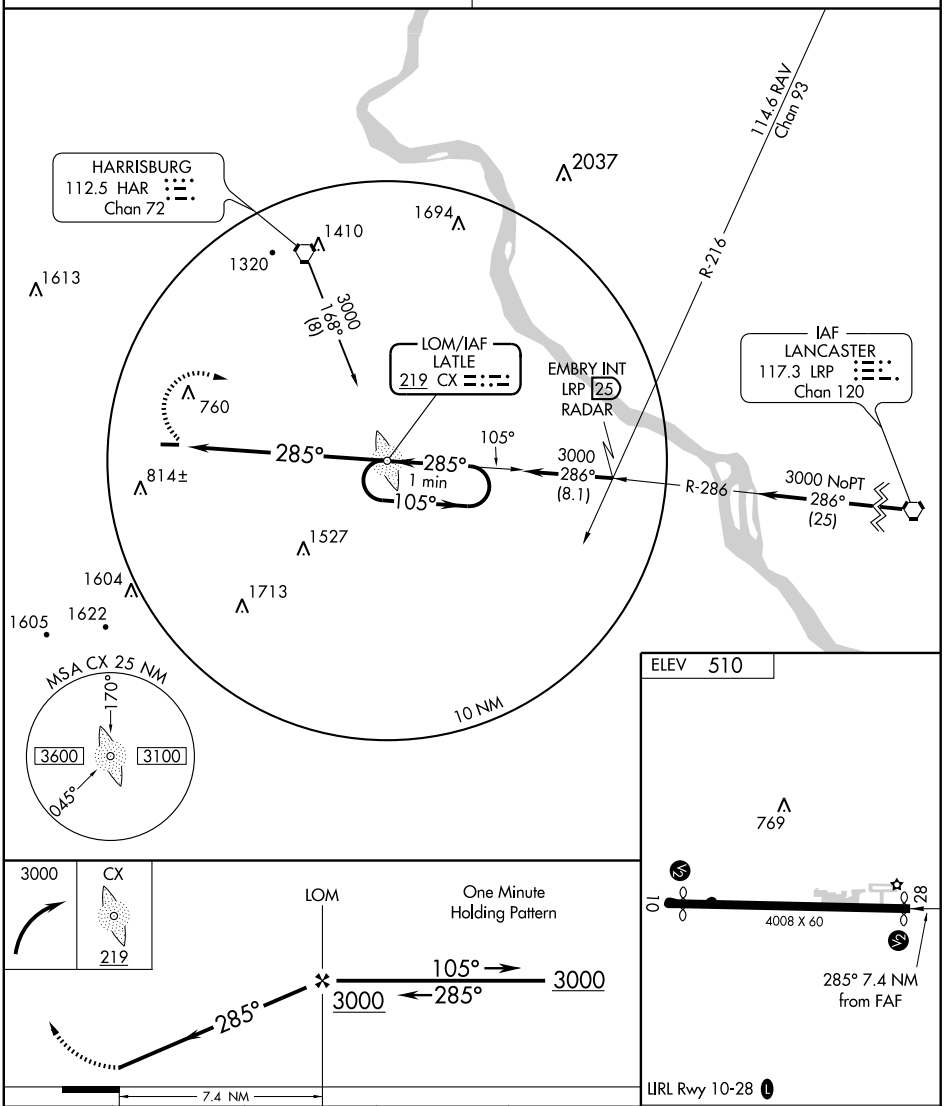
NDB-B
CARLISLE (N94)

NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L



LIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	1260-1 750 (800-1)	1260-1¼ 750 (800-1¼)	1260-2¼ 750 (800-2¼)	NA

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HAR	APP CRS	Rwy Idg	N/A
112.5	225°	TDZE	N/A
Chan 72		Apt Elev	510

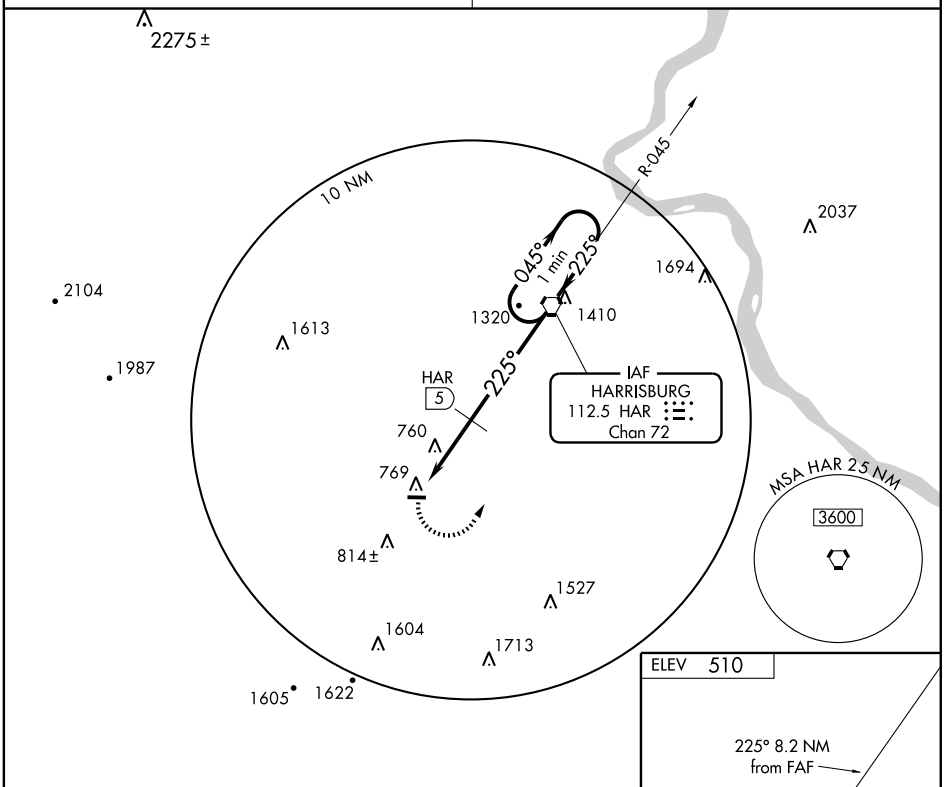
VOR-A
CARLISLE (N94)

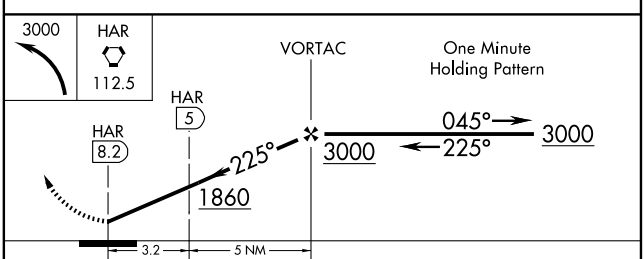
NA

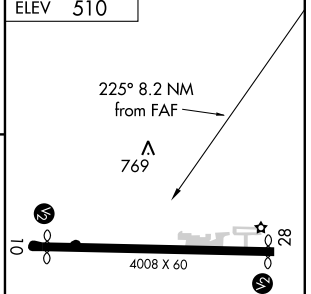
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA
DME MINIMUMS				
CIRCLING	1200-1 690 (700-1)		1200-2 690 (700-2)	NA

LIRL Rwy 10-28 L

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CASCADE N42°07.15′ W80°06.28′ NOTAM FILE ERI. DETROIT
NDB (MHW) 372 CQD 243° 3.9 NM to Erie Intl/Tom Ridge Fld. (NDB unmonitored when Erie Intl tower clsd) L–30H

CASTLE N41°01.38′ W80°24.95′ NOTAM FILE AOO. DETROIT
NDB (MHW) 272 UCP at New Castle Muni. L–30H

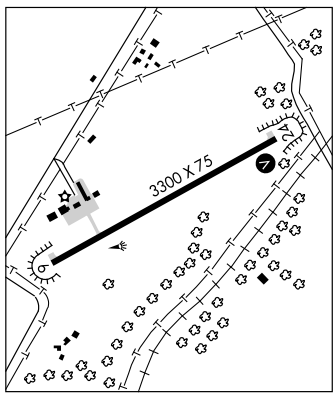
CENTRE HALL

CENTRE AIRPARK (N16) 2 SE UTC−5(−4DT) N40°48.70′ W77°39.43′ DETROIT
1307 NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dsplcd 400′. Tree. **RWY 24:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Attended dawn to dusk. For svc call 814–364–1479/1664. Ultralight activity on and in vicinity of arpt. Rwy 06–24 not maintained winter months. Rwy 06–24 marked with red painted barrels.
COMMUNICATIONS: CTAF 122.9

PENNS CAVE (N74) 4 NE UTC−5(−4DT) N40°53.42′ W77°36.15′ DETROIT
1260 NOTAM FILE AOO
RWY 07–25: H2500X40 (ASPH)
RWY 07: Tree. **RWY 25:** Tree.
AIRPORT REMARKS: Attended dalgt hours. Deer on and invof arpt at ngt. 750 ft AGL mountains ½ mile south and 700 ft AGL mountain ½ mile north; both unlgtd and unmarked. Rwy 07–25 first 864 ft of Rwy 07 has a 3.3% upslope. No ngt ops.
COMMUNICATIONS: CTAF/UNICOM 122.8

CHAMBERSBURG

FRANKLIN CO RGNL (N68) 3 N UTC−5(−4DT) N39°58.38′ W77°38.60′ WASHINGTON
697 B S2 TPA—1497(800) NOTAM FILE IPT L–29D, A
RWY 06–24: H3300X75 (ASPH) S–12.5 LIRL IAP
RWY 06: Pole.
RWY 24: VASI(V2L)—GA 3.0°TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 06–24 and VASI Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
ST THOMAS RCO 122.1R 115.0T (ALTOONA RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 087° 14.4 NM to fld. 2340/07W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



CHERRY RIDGE (See HONESDALE)

CHESTER CO G. O. CARLSON (See COATESVILLE)

RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

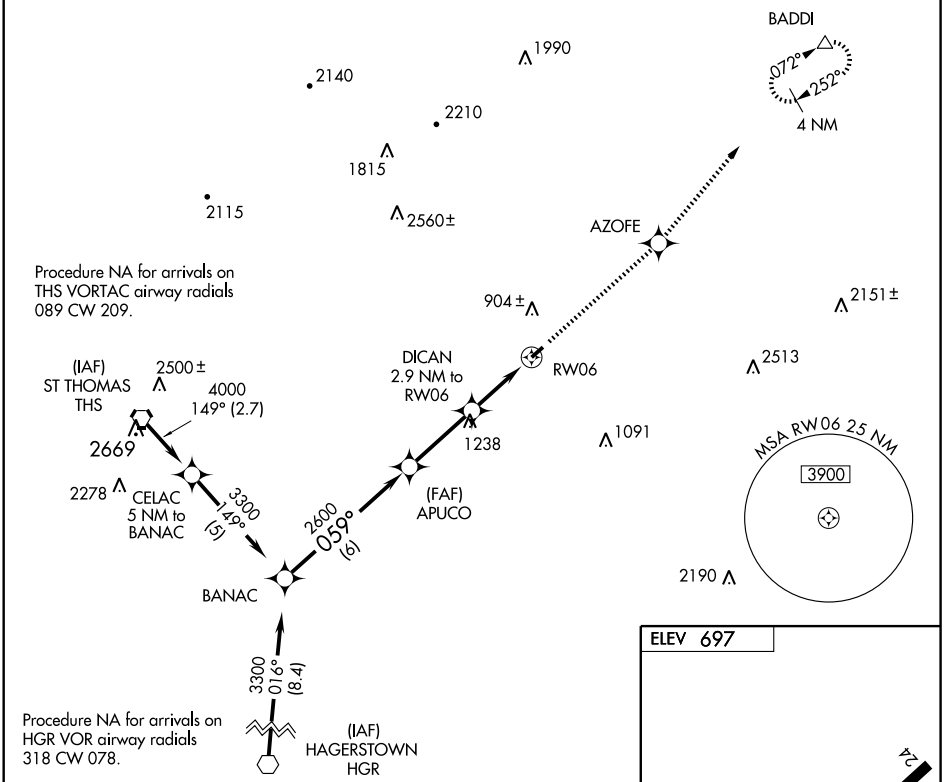
APP CRS	Rwy Idg	3300
059°	TDZE	683
	Apt Elev	697

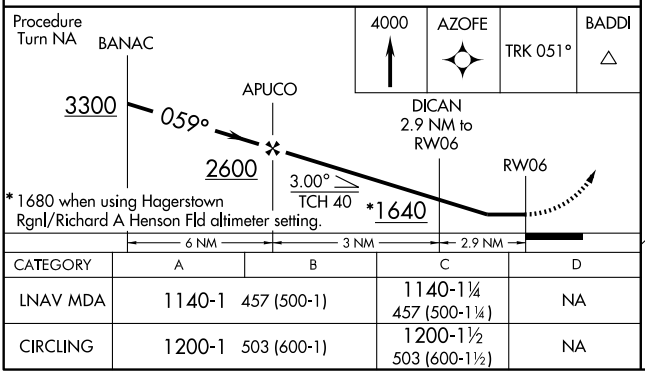
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

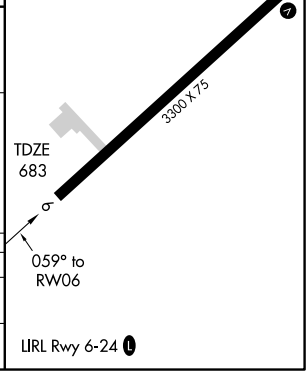
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

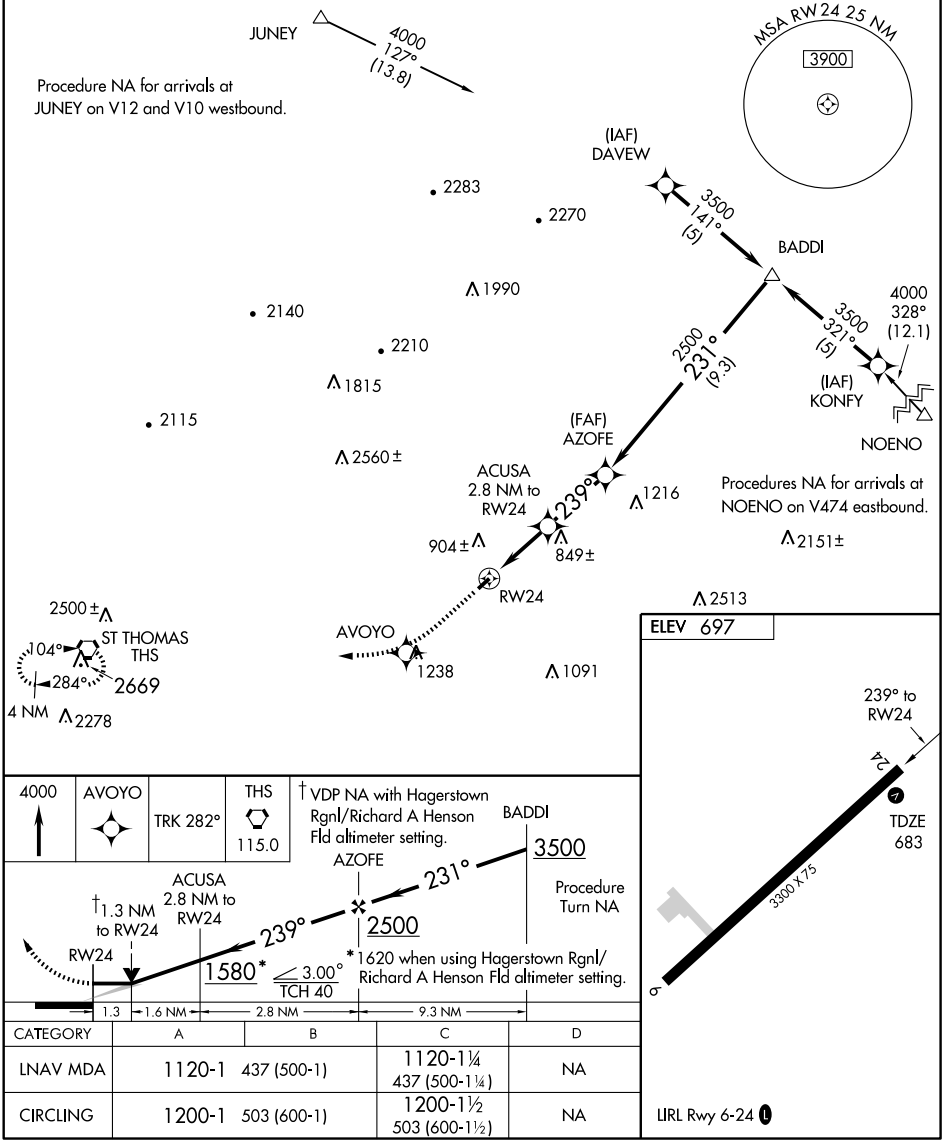
APP CRS	Rwy Idg	3300
239°	TDZE	683
	Apt Elev	697

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	437 (500-1)	1120-1¼ 437 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA

LIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	088°	TDZE	N/A
Chan 97		Apt Elev	697

VOR/DME-B

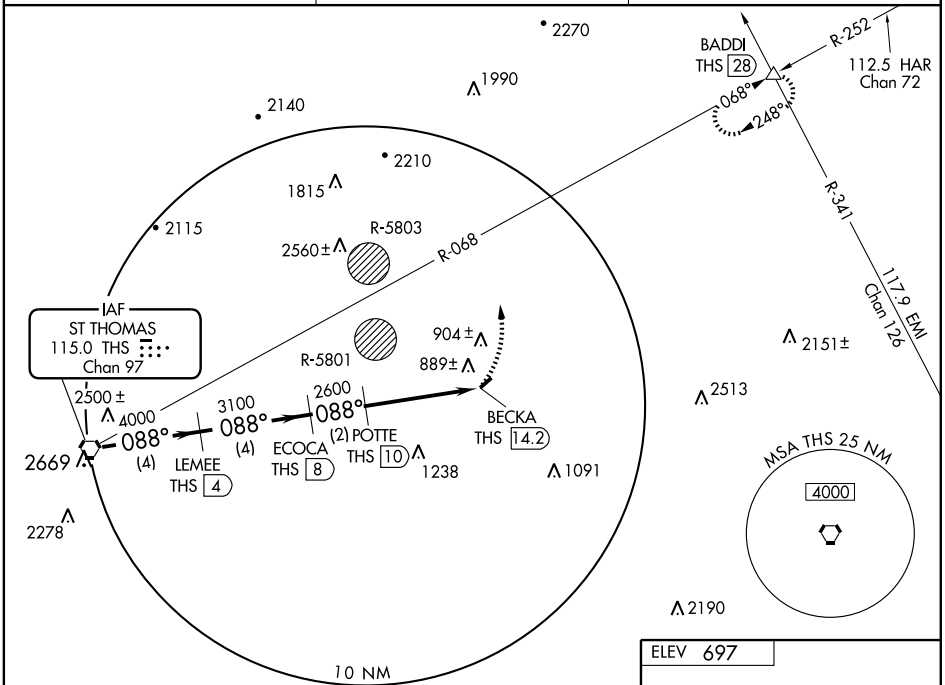
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

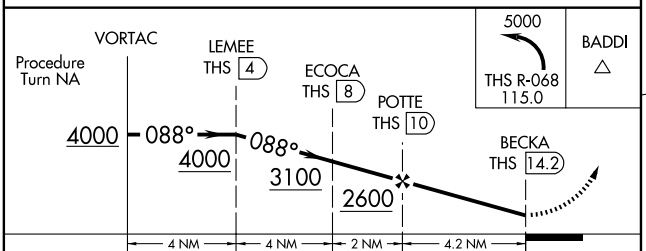
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
Procedure not authorized when R-5801 is in use.

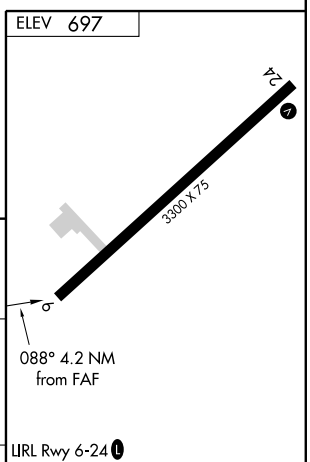
NA

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L







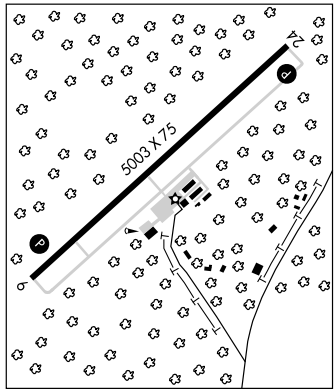
CATEGORY	A	B	C	D
CIRCLING	1200-1 503 (600-1)		1200-1½ 503 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CLARION CO (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH) S–15 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (814) 227–2899.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

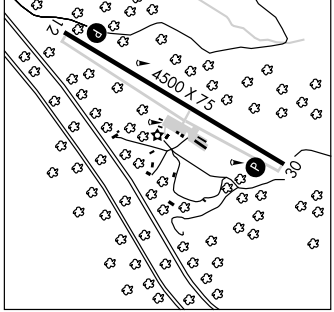


CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO.
(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

CLEARFIELD–LAWRENCE (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
RWY 12–30: H4500X75 (ASPH) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.1° TCH 29′.
RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



WAAS	APP CRS	Rwy Idg	5003
CH 70606	055°	TDZE	1451
W06A		Apt Elev	1458

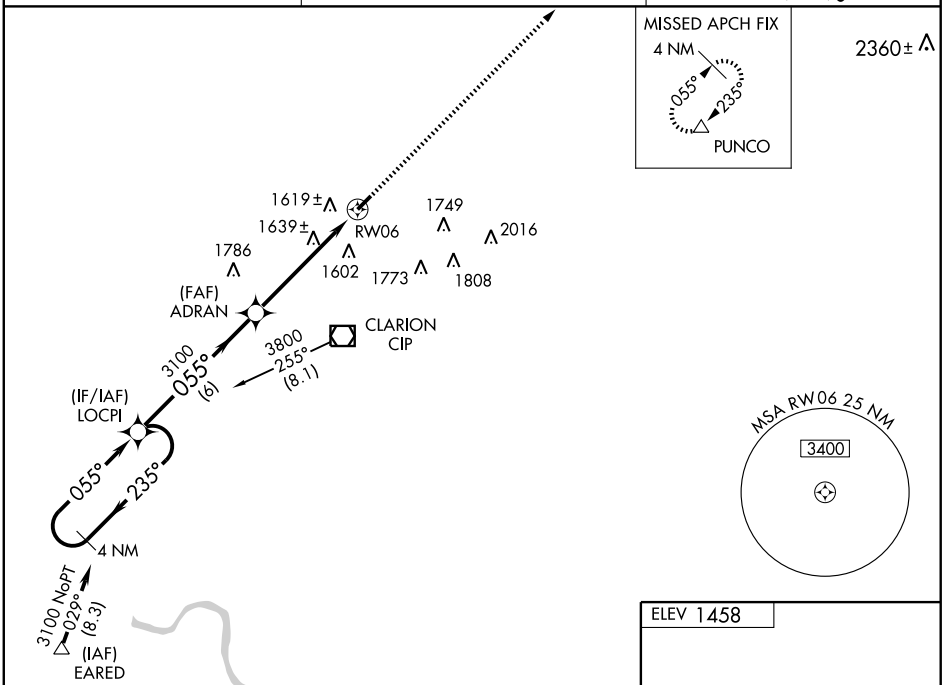
RNAV (GPS) RWY 6
CLARION COUNTY (AXQ)

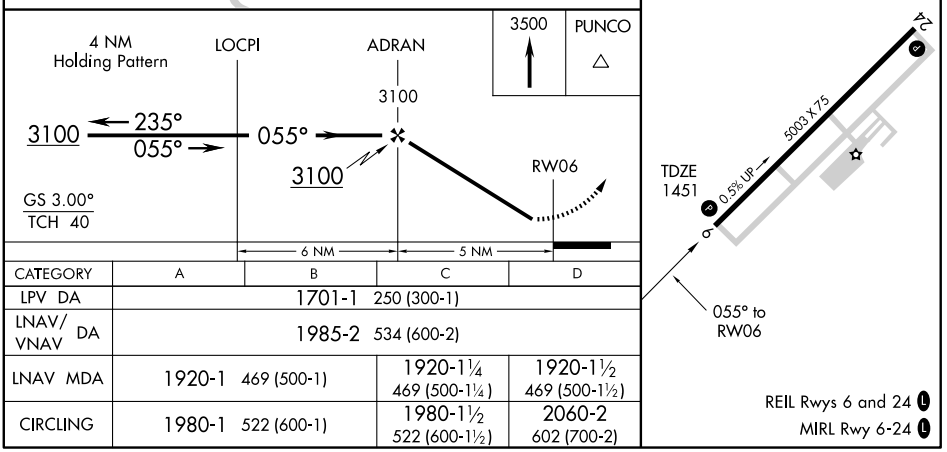
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1701-1 250 (300-1)			
LNAV/ VNAV DA	1985-2 534 (600-2)			
LNAV MDA	1920-1 469 (500-1)		1920-1¼ 469 (500-1¼)	1920-1½ 469 (500-1½)
CIRCLING	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	2060-2 602 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

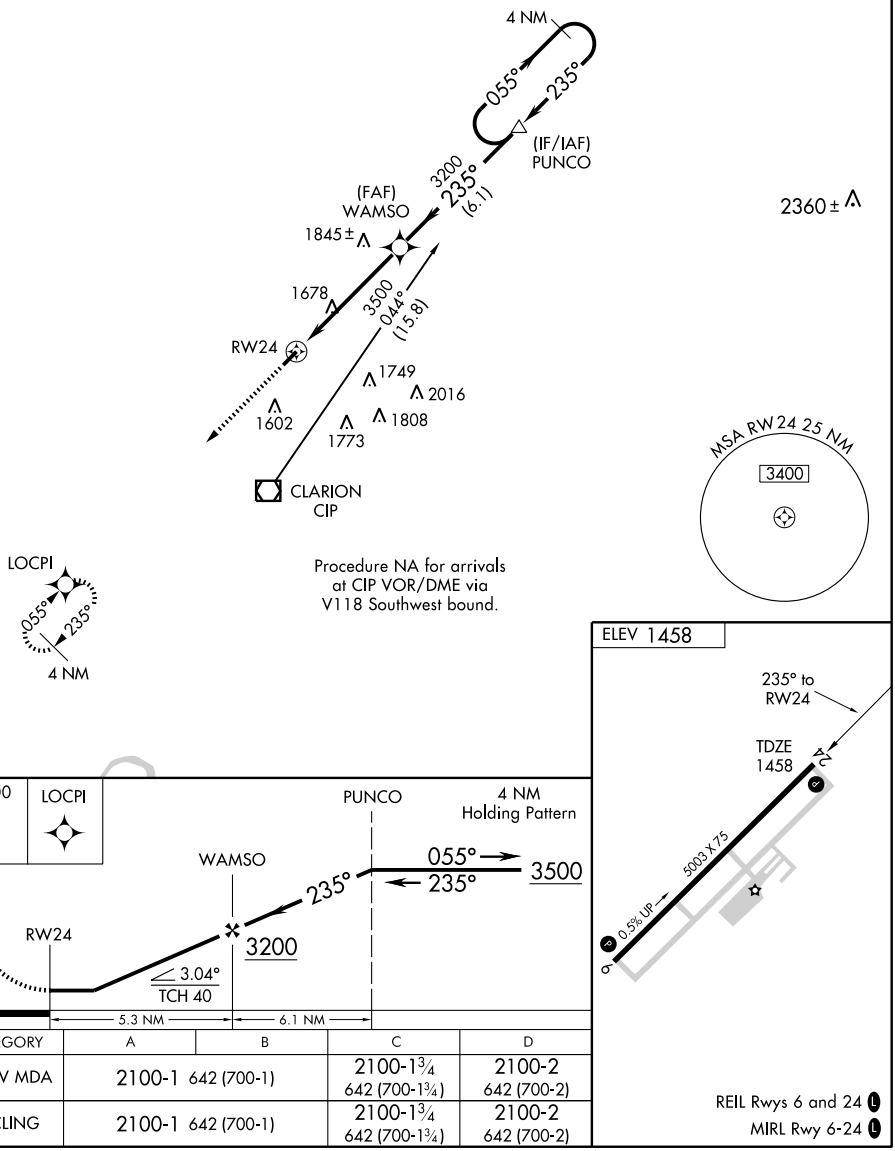
APP CRS		
235°	Rwy Idg	5003
	TDZE	1458
	Apt Elev	1458

RNAV (GPS) RWY 24
CLARION COUNTY (AXQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	015°	TDZE	N/A
Chan 76		Apt Elev	1458

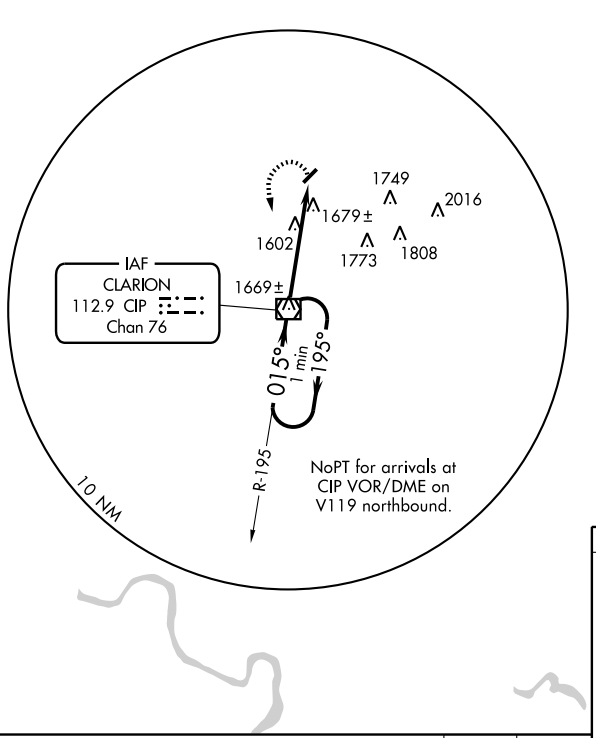
VOR-A
CLARION COUNTY (AXQ)

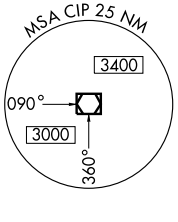
When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

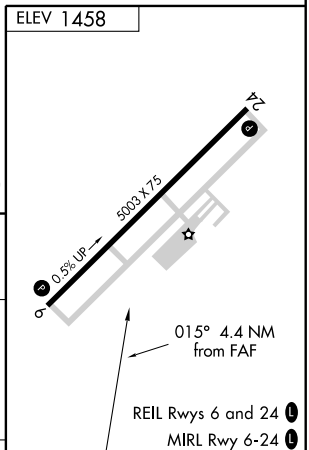
NA

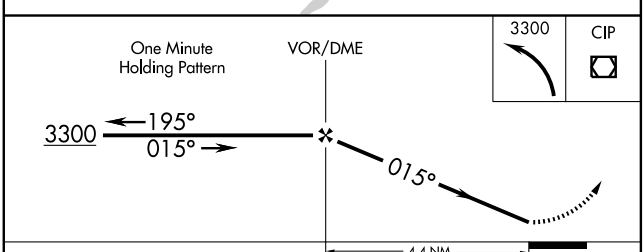
MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L









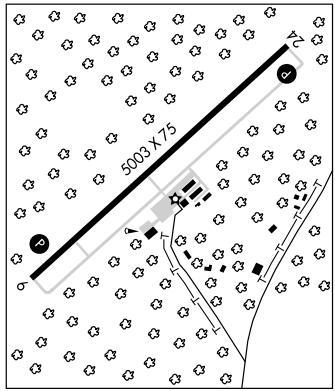
CATEGORY	A	B	C	D
CIRCLING	2220-1 762 (800-1)	2220-1¼ 762 (800-1¼)	2220-2¼ 762 (800-2¼)	2220-2½ 762 (800-2½)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CLARION CO (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH) S–15 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (814) 227–2899.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

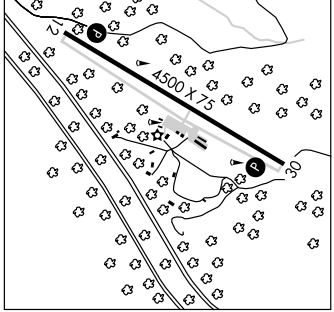


CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO.
(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

CLEARFIELD–LAWRENCE (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
RWY 12–30: H4500X75 (ASPH) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.1° TCH 29′.
RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



RNAV (GPS) RWY 30

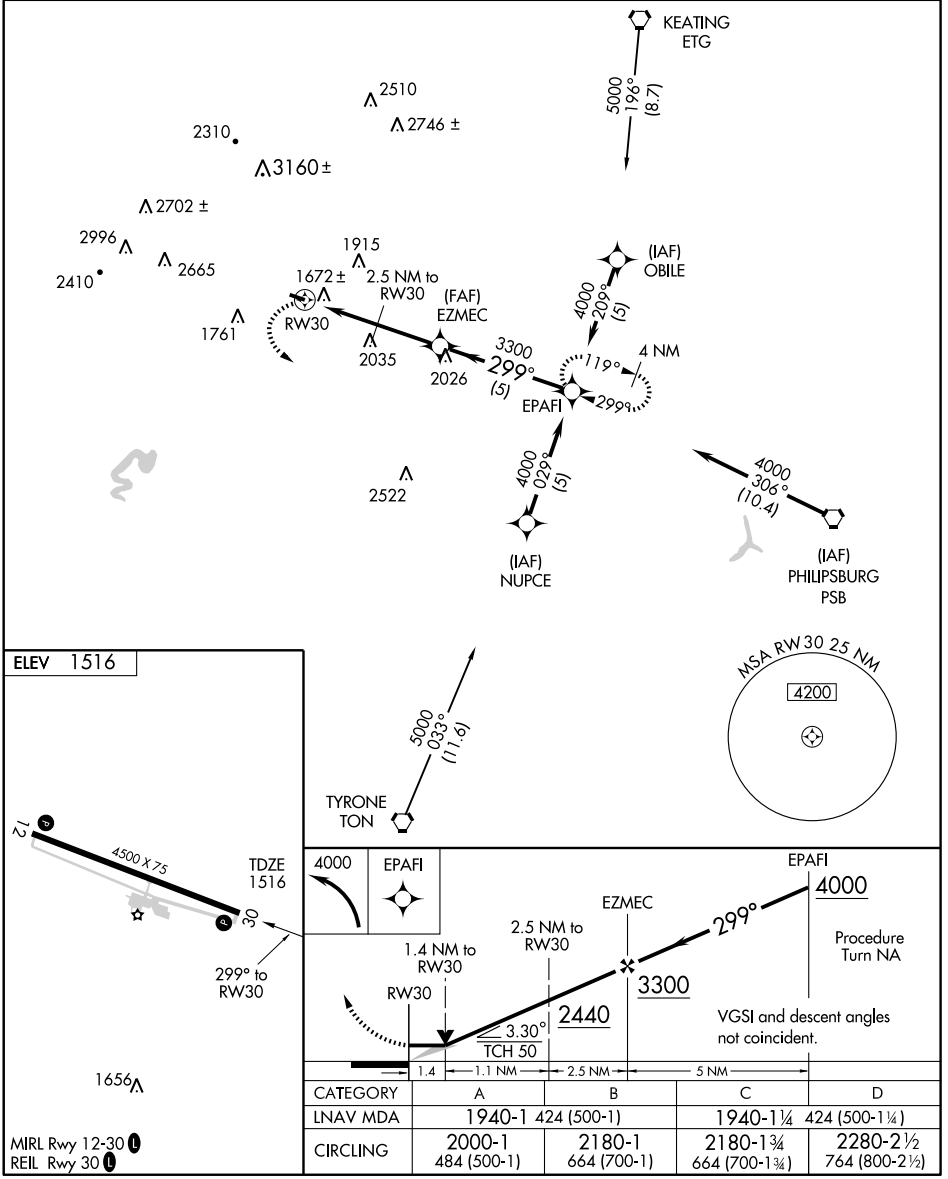
CLEARFIELD-LAWRENCE (FIG)

APP CRS	Rwy Idg	4500
299°	TDZE	1516
	Apt Elev	1516

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1940-1 424 (500-1)		1940-1¼ 424 (500-1¼)	
CIRCLING	2000-1 484 (500-1)	2180-1 664 (700-1)	2180-1¾ 664 (700-1¾)	2280-2½ 764 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 30 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PSB	APP CRS	Rwy Idg	4500
115.5	303°	TDZE	1516
Chan 102		Apt Elev	1516

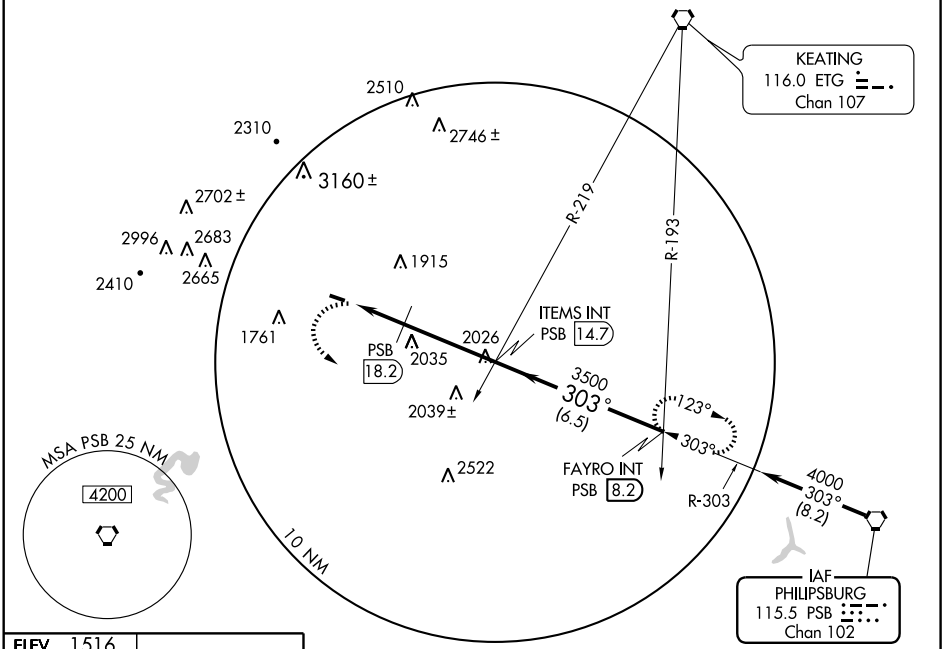
VOR RWY 30

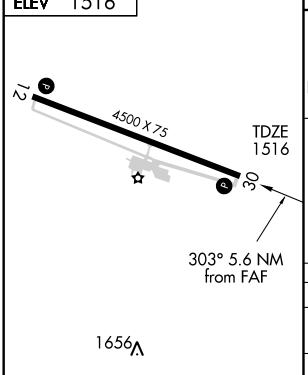
CLEARFIELD-LAWRENCE (FIG)

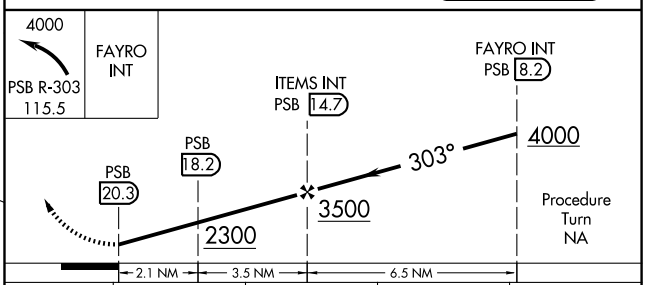
NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwy 30 L

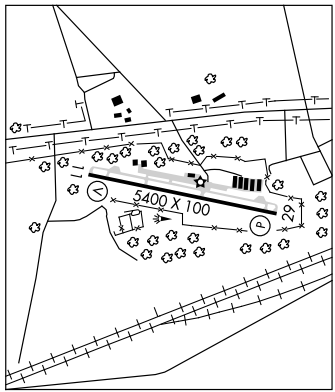
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2280-2¾ 764 (800-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12J, L–34G, A**
RWY 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**
RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132
COMMUNICATIONS: CTAF/UNICOM 122.7
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**
ILS 108.5 I–MQS Rwy 29. Class IA.



COLLEGEVILLE

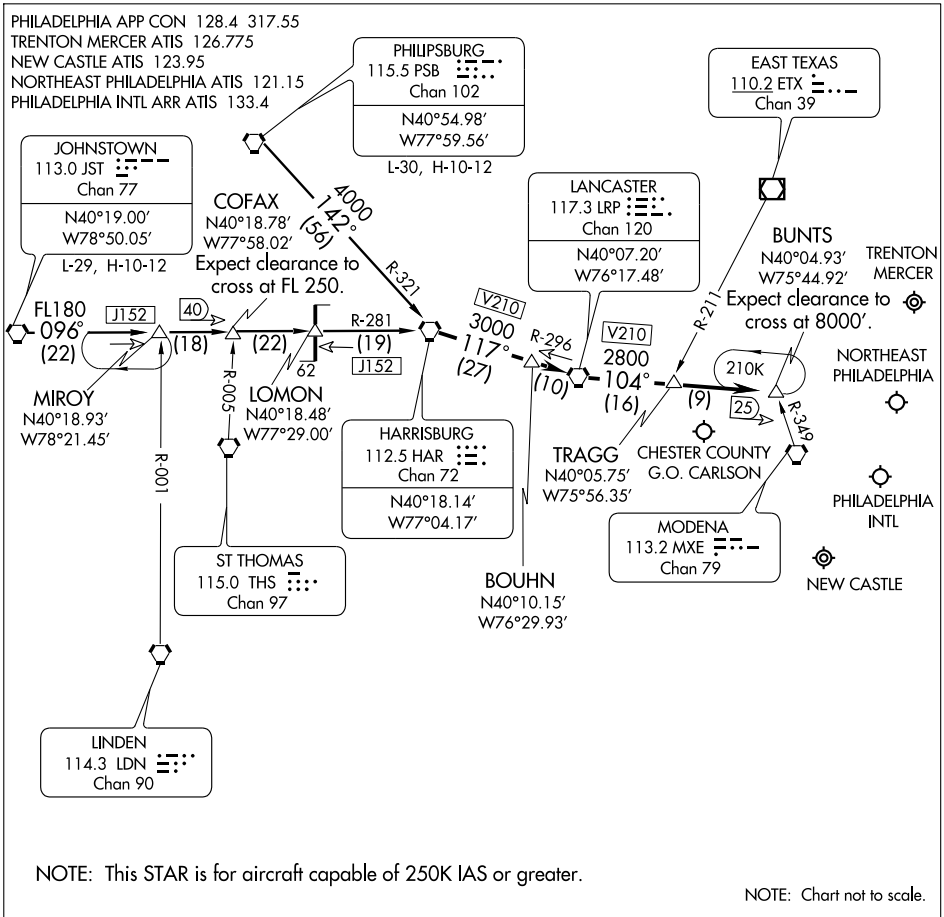
PERKIOMEN VALLEY (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**
277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**
RWY 09–27: H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**
RWY 09: Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

COLUMBIA

McGINNESS (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**
334 NOTAM FILE IPT
RWY 11–29: 1850X120 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
RWY 08–26: 1800X100 (TURF)
RWY 08: Trees. **RWY 26:** Brush.
AIRPORT REMARKS: Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

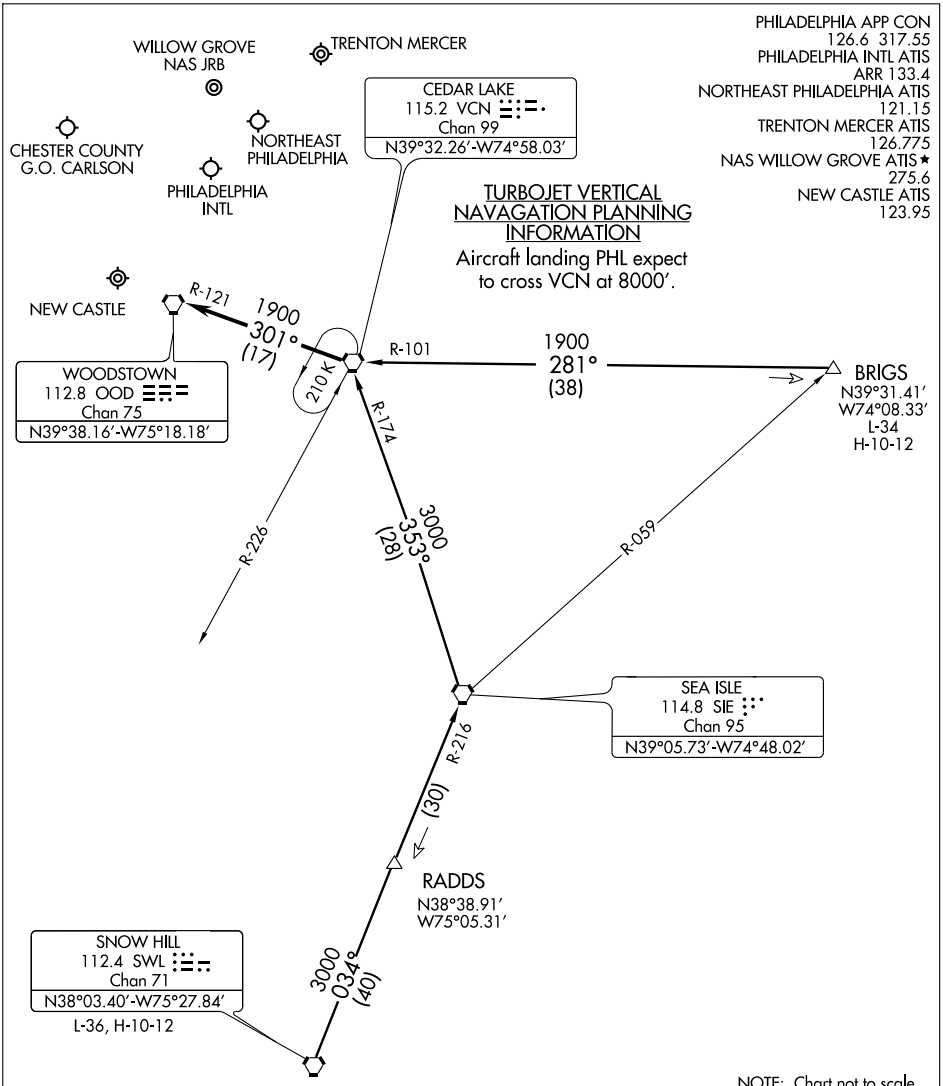
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MQS	APP CRS	Rwy Idg	5400
108.5	293°	TDZE	660
		Apt Elev	660

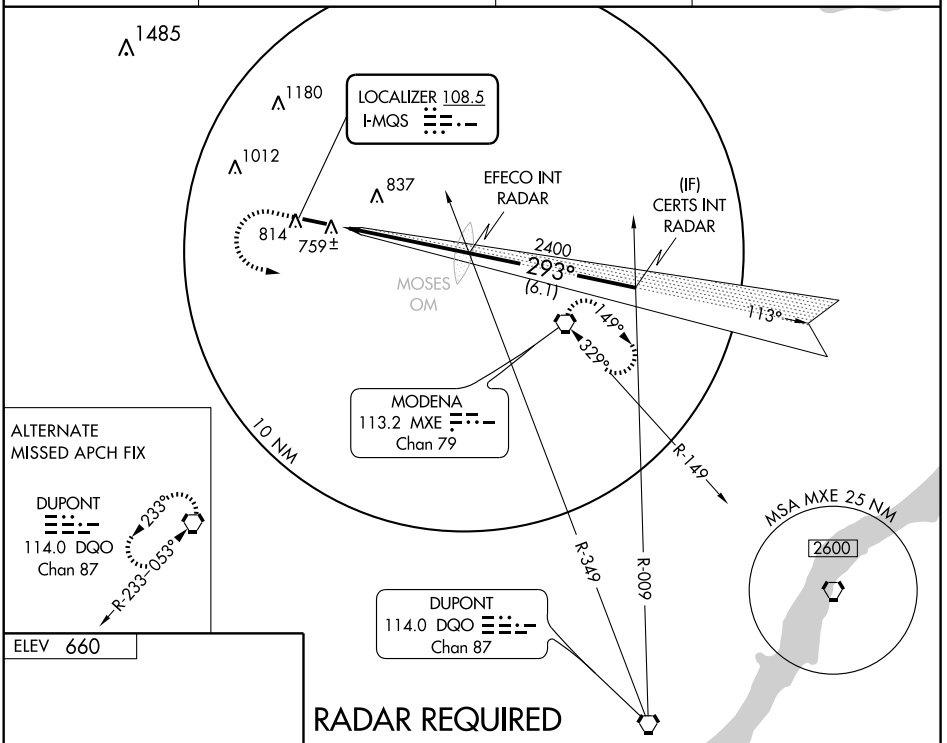
ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

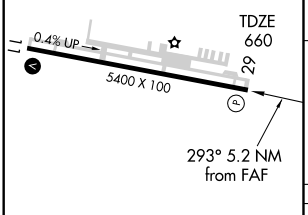
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.25	124.35	319.15	125.6	122.7 (CTAF) L



ELEV 660

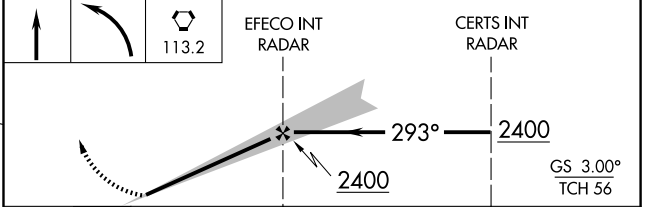


HIRL Rwy 11-29 L
REIL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

RADAR REQUIRED

1300	2400	MXE 113.2



CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 63006	113°	TDZE	644
W11A		Apt Elev	660

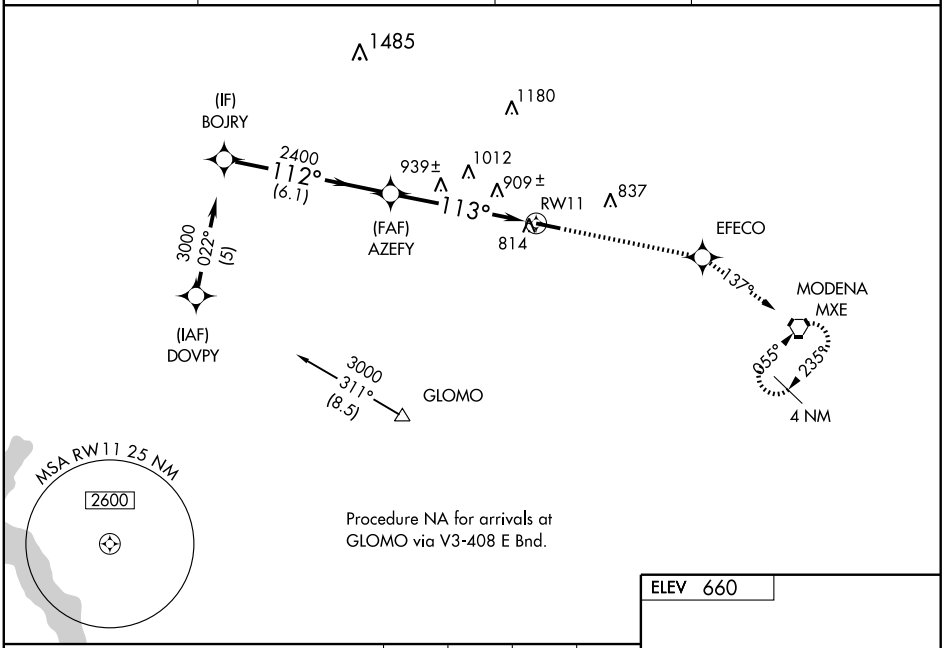
RNAV (GPS) RWY 11

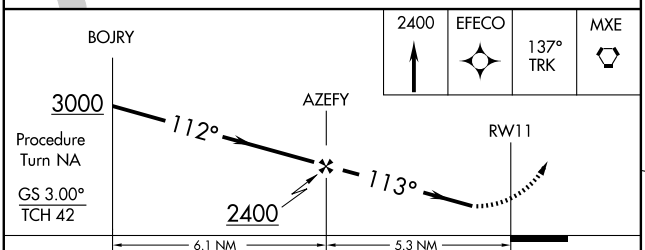
COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

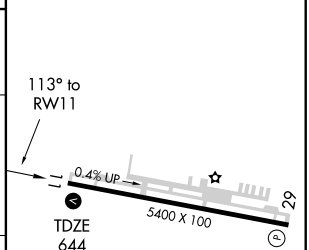
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	955-1		311 (300-1)	
LNAV/VNAV DA	1274-2 ¼		630 (700-2¼)	
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)
CIRCLING	1200-1 540 (600-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg 5400 TDZE 660 Apt Elev 660

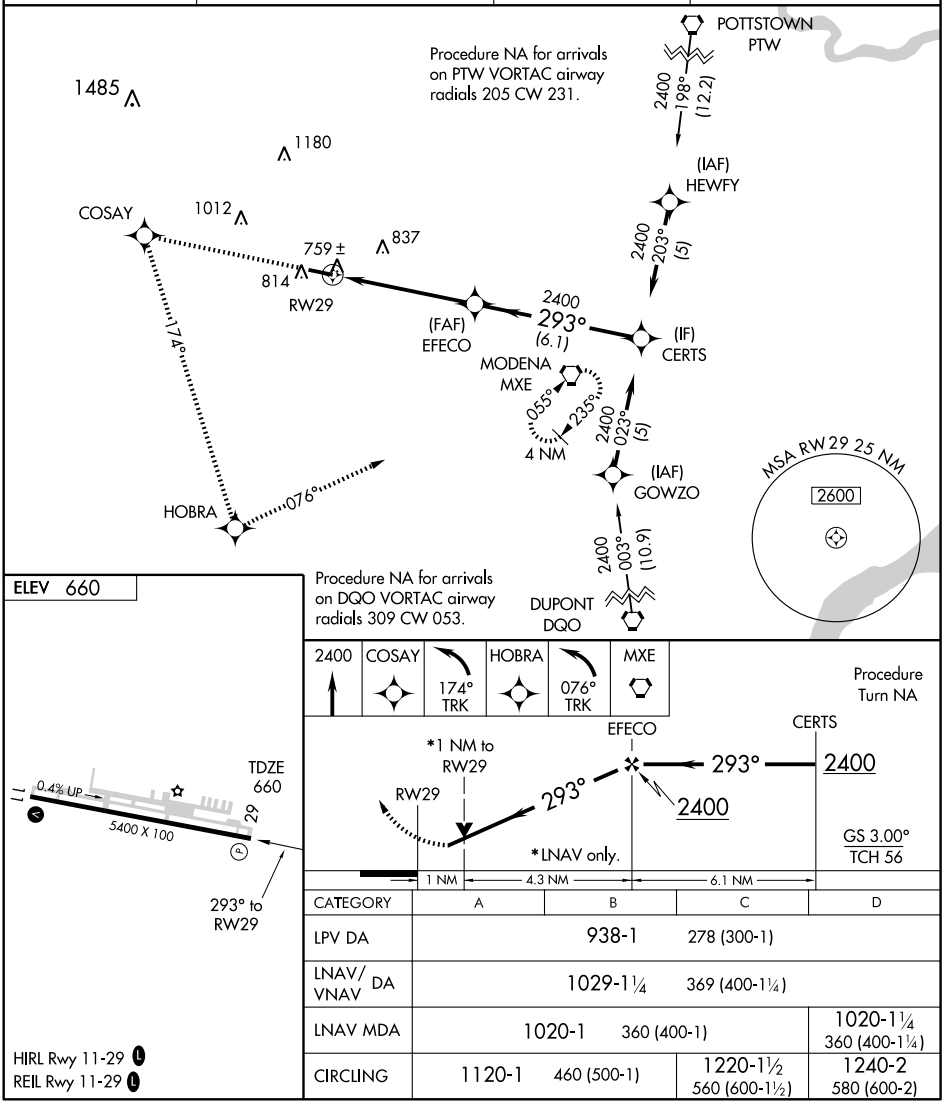
RNAV (GPS) RWY 29

COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L



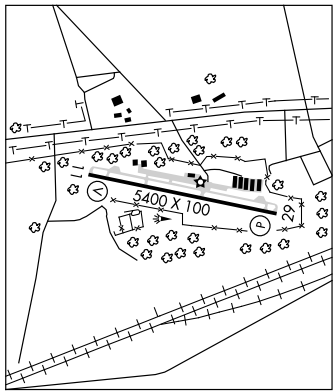
CATEGORY	A	B	C	D
LPV DA	938-1	278 (300-1)		
LNAV/VNAV DA	1029-1¼	369 (400-1¼)		
LNAV MDA	1020-1	360 (400-1)		1020-1¼ 360 (400-1¼)
CIRCLING	1120-1	460 (500-1)	1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12J, L–34G, A**
RWY 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**
RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132
COMMUNICATIONS: CTAF/UNICOM 122.7
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**
ILS 108.5 I–MQS Rwy 29. Class IA.



COLLEGEVILLE

PERKIOMEN VALLEY (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**
277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**
RWY 09–27: H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**
RWY 09: Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

COLUMBIA

McGINNESS (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**
334 NOTAM FILE IPT
RWY 11–29: 1850X120 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
RWY 08–26: 1800X100 (TURF)
RWY 08: Trees. **RWY 26:** Brush.
AIRPORT REMARKS: Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	N/A
088°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-B

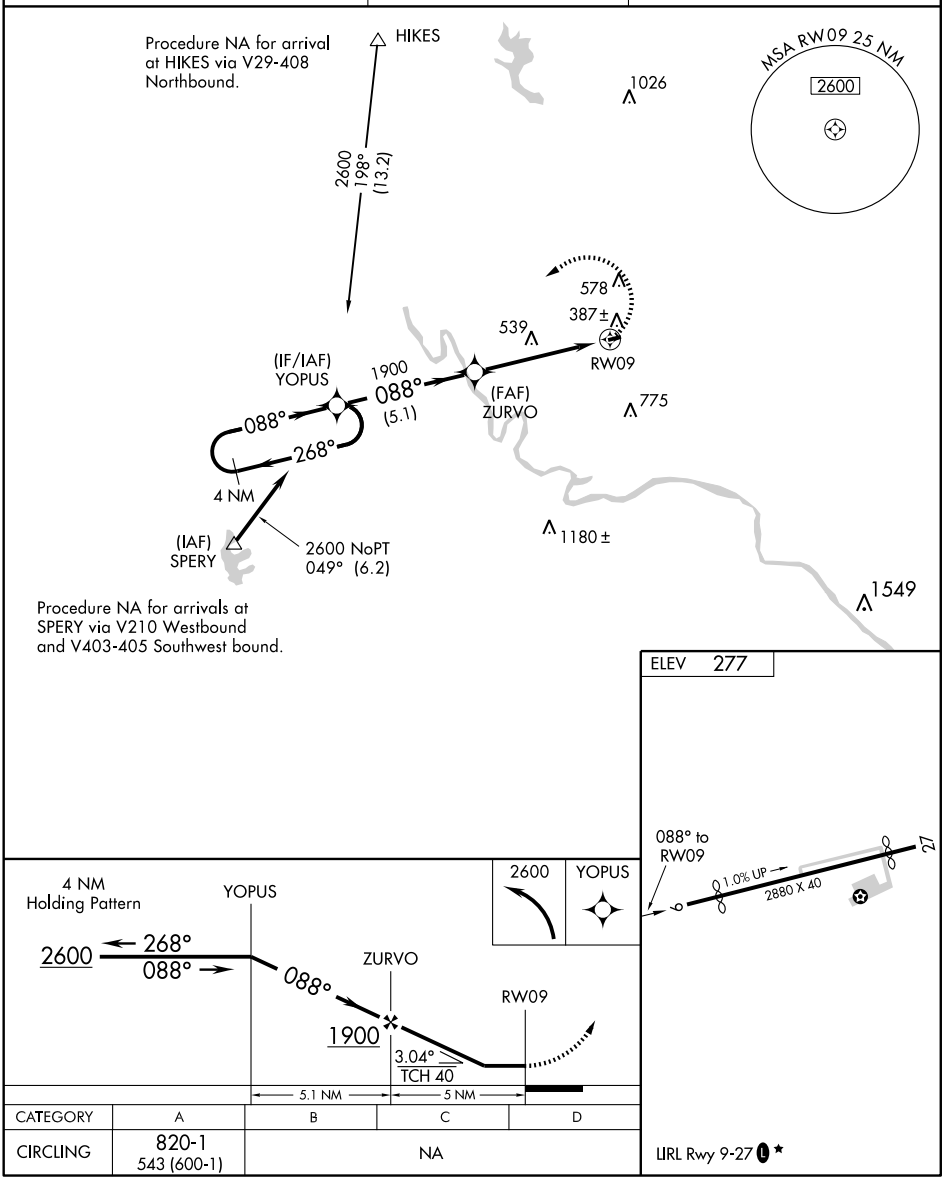
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl. altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27 ★

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
268°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-C

COLLEGEVILLE / PERKIOMEN VALLEY (N1Ø)

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl.altimeter setting and increase MDA 80 feet.

NA

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at MAZIE via V3-419 Northeastbound.

Procedure NA for arrivals on PTW VORTAC airway radials 059 CW 095.

1026

(IAF) MAZIE

2200 NoPT 238° (6.7)

089° 4 NM 269°

POTTSTOWN PTW

2200 to VIDTU 097° (15.9)

578

387 ±

268°

RW27

(FAF) VAYCU

1900 269° (5.1)

(IF/IAF) VIDTU

775

MSA RW27 25 NM 2600

1549

ELEV 277

268° to RW27

10 1.0% UP 2880 X 40 27

2200 VIDTU

4 NM Holding Pattern

VIDTU 089° 269° 2200

VAYCU 269°

RW27 268° 1900

3.04° TCH 40

4.9 NM 5.1 NM

CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27

VORTAC PTW 116.5 Chan 112	APP CRS 110°	Rwy Idg N/A TDZE N/A Apt Elev 277

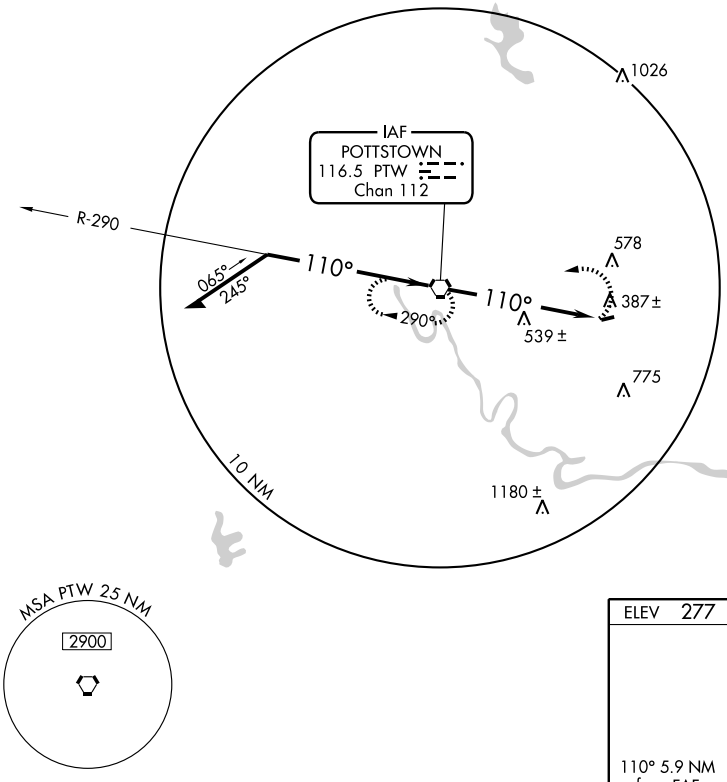
VOR-A

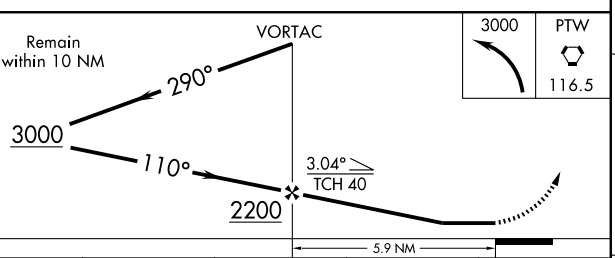
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

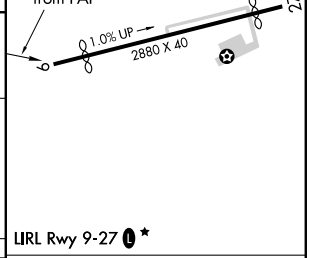
Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold, continue climb-in-hold to 3000.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)







LIRL Rwy 9-27 ★

CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

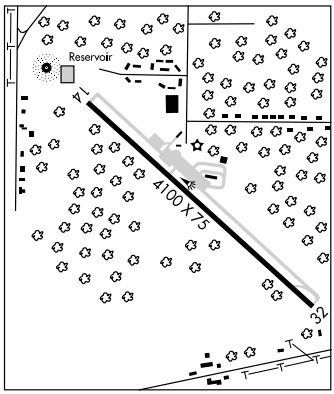
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CONNELLSVILLE

JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC−5(−4DT) N39°57.54′ W79°39.45′ CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO L–29C
RWY 05–23: H3832X100 (ASPH) S–12.5 MIRL 1.2% up NE IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
RWY 14–32: H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
AIRPORT REMARKS: Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32 and REIL Rwy 05—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
WEATHER DATA SOURCES: AWOS–3 133.32 724–626–8745
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.
CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM.
ILS 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

CORRY–LAWRENCE (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO L–30H
RWY 14–32: H4100X75 (ASPH) S–12.5 MIRL IAP
RWY 14: REIL. Bldg. **RWY 32:** REIL.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)
ERIE APP CON 121.0 126.05 (1100–0500Z‡)
ERIE DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′ at fld.



COVE VALLEY (See WILLIAMSBURG)

CRESCO

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ NEW YORK
1240 NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Brush. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP. NEW YORK
NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. L–30K

DANVILLE (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT L–30J
RWY 09–27: H3000X60 (ASPH) S–125 MIRL
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

LOC I-VVS	APP CRS	Rwy Idg	3832
110.7	049°	TDZE	1261
		Apt Elev	1267

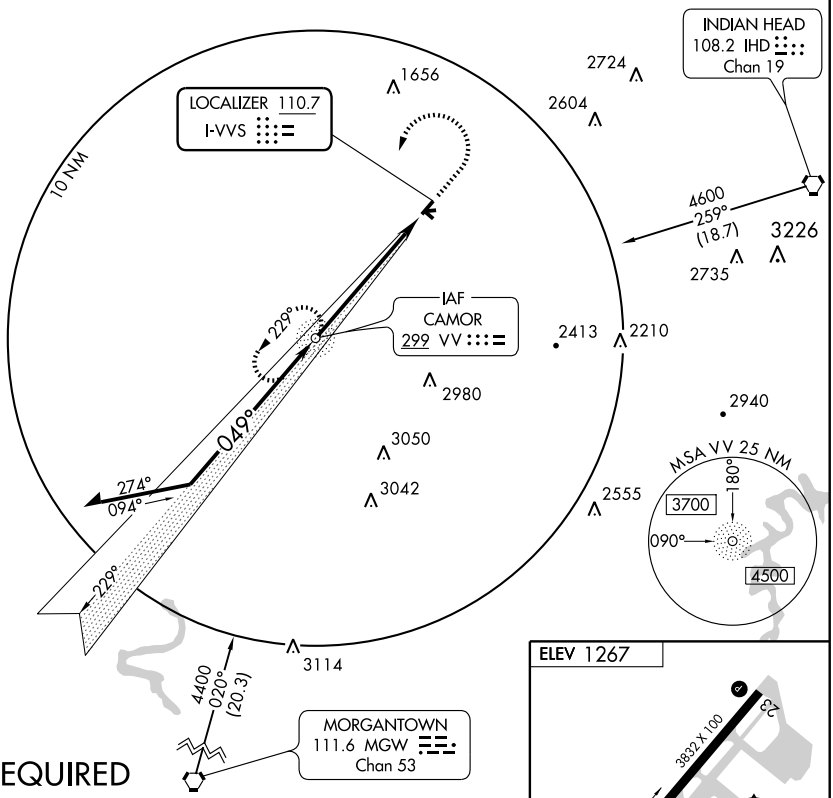
LOC RWY 5

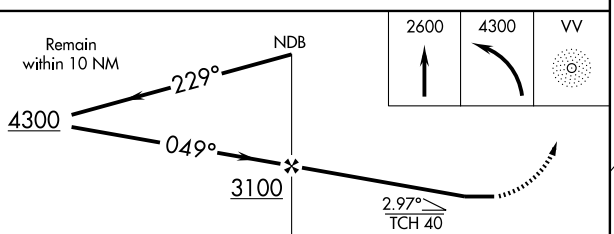
CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

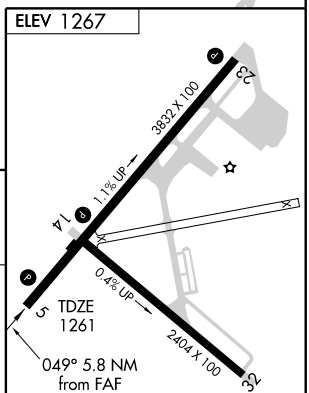
T NA — ADF required. When local altimeter setting not received, use Morgantown, WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct VV NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.32	124.4 327.1	122.8 (CTAF) L







REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-5	1660-1 399 (400-1)			NA
CIRCLING	1960-1 693 (700-1)	2120-1¼ 853 (900-1¼)	2220-3 953 (1000-3)	NA

FAF to MAP 5.8 NM

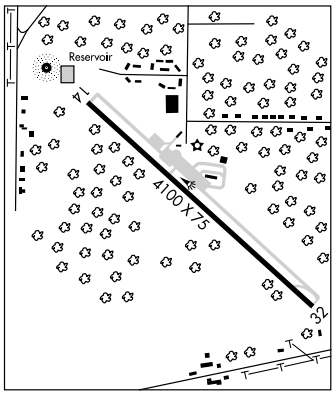
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CONNELLSVILLE

JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC−5(−4DT) N39°57.54′ W79°39.45′ CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO L–29C
RWY 05–23: H3832X100 (ASPH) S–12.5 MIRL 1.2% up NE IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
RWY 14–32: H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
AIRPORT REMARKS: Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32 and REIL Rwy 05—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
WEATHER DATA SOURCES: AWOS–3 133.32 724–626–8745
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.
CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM.
ILS 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

CORRY–LAWRENCE (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO L–30H
RWY 14–32: H4100X75 (ASPH) S–12.5 MIRL IAP
RWY 14: REIL. Bldg. **RWY 32:** REIL.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)
ERIE APP CON 121.0 126.05 (1100–0500Z‡)
ERIE DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′ at fld.



COVE VALLEY (See WILLIAMSBURG)

CRESCO

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ NEW YORK
1240 NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Brush. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP. NEW YORK
NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. L–30K

DANVILLE (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT L–30J
RWY 09–27: H3000X60 (ASPH) S–125 MIRL
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

NDB ORJ 258	APP CRS 128°	Rwy Idg 4100 TDZE 1747 Apt Elev 1766

NDB RWY 14

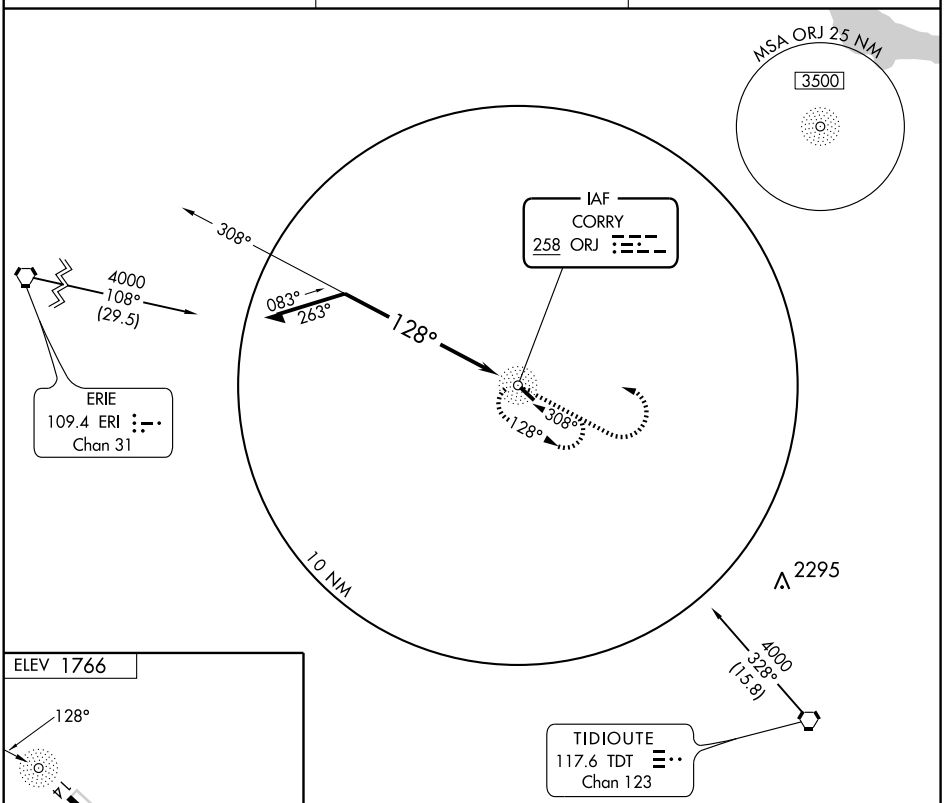
CORRY-LAWRENCE (8G2)

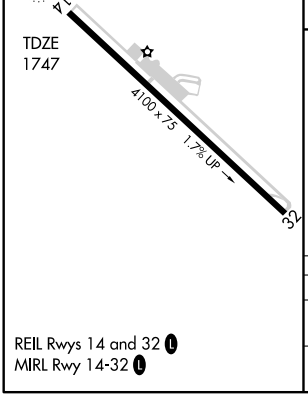
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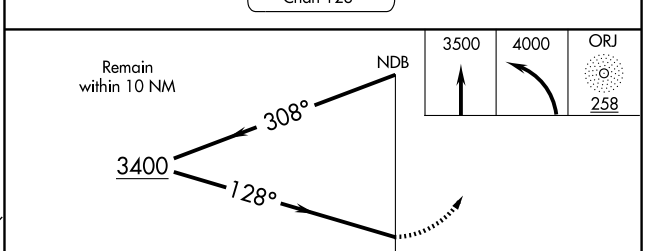
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2400-1	653 (700-1)	2400-1¾ 653 (700-1¾)	NA
CIRCLING	2400-1	634 (700-1)	2400-1¾ 634 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4100
CH 66019	143°	TDZE	1746
W14A		Apt Elev	1766

RNAV (GPS) RWY 14

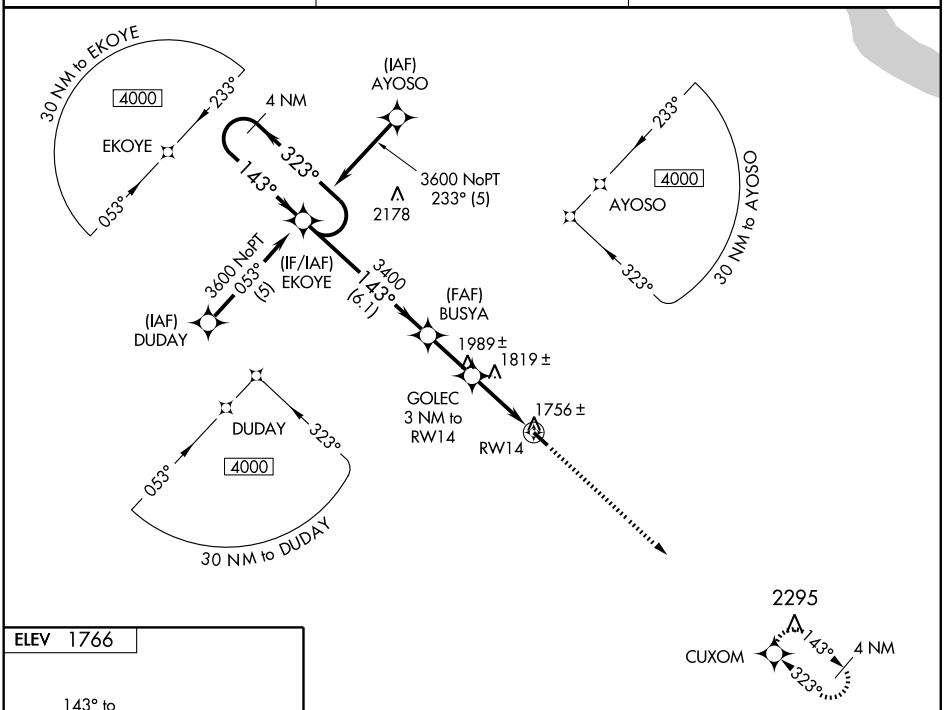
CORRY-LAWRENCE (8G2)

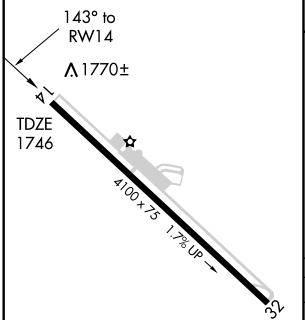
T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

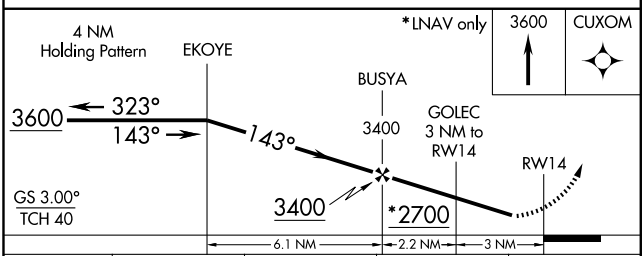
MISSED APPROACH: Climb to 3600 direct CUXOM and hold.

JAMESTOWN AWOS-3	ERIE APP CON*	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	2054-1¼ 308 (300-1¼)			NA
LNAV/VNAV DA	2084-1½ 338 (400-1½)			NA
LNAV MDA	2140-1 394 (400-1)			NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70719 W32A | APP CRS 323° | Rwy Idg 4100 TDZE 1766 Apt Elev 1766

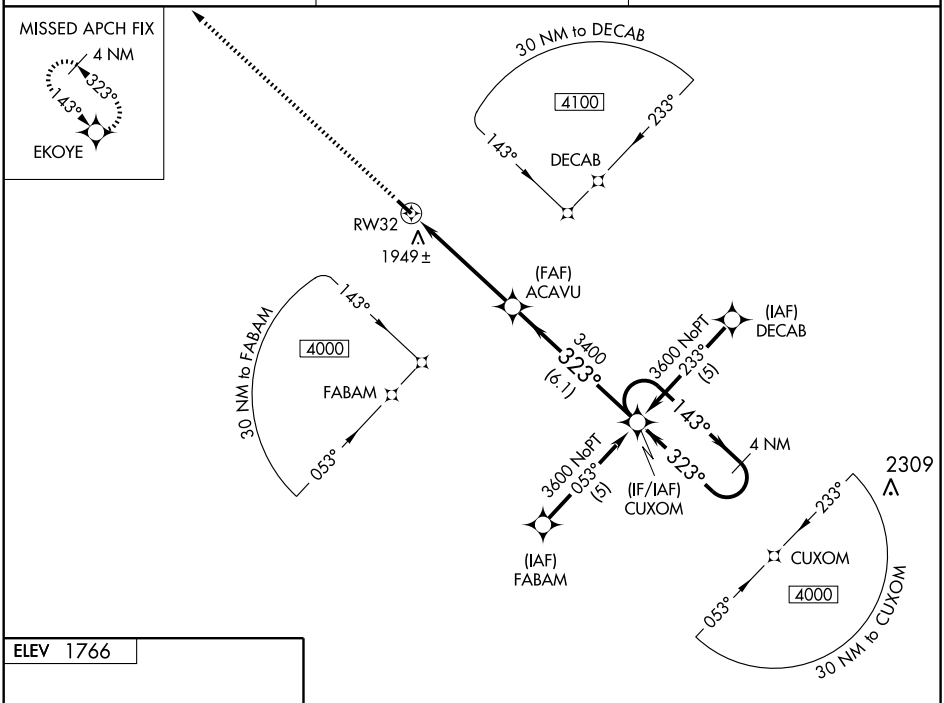
RNAV (GPS) RWY 32

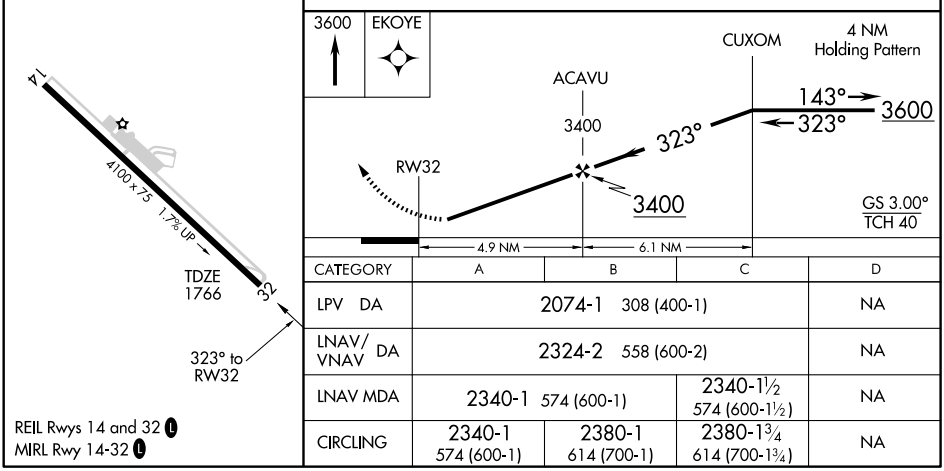
CORRY-LAWRENCE (8G2)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct EYOYE and hold.

JAMESTOWN AWOS-3	ERIE APP CON ★	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2074-1 308 (400-1)			NA
LNAV/VNAV DA	2324-2 558 (600-2)			NA
LNAV MDA	2340-1 574 (600-1)		2340-1½ 574 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TDT	APP CRS	Rwy Idg 4100
117.6	329°	TDZE 1766
Chan 123		Apt Elev 1766

VOR RWY 32

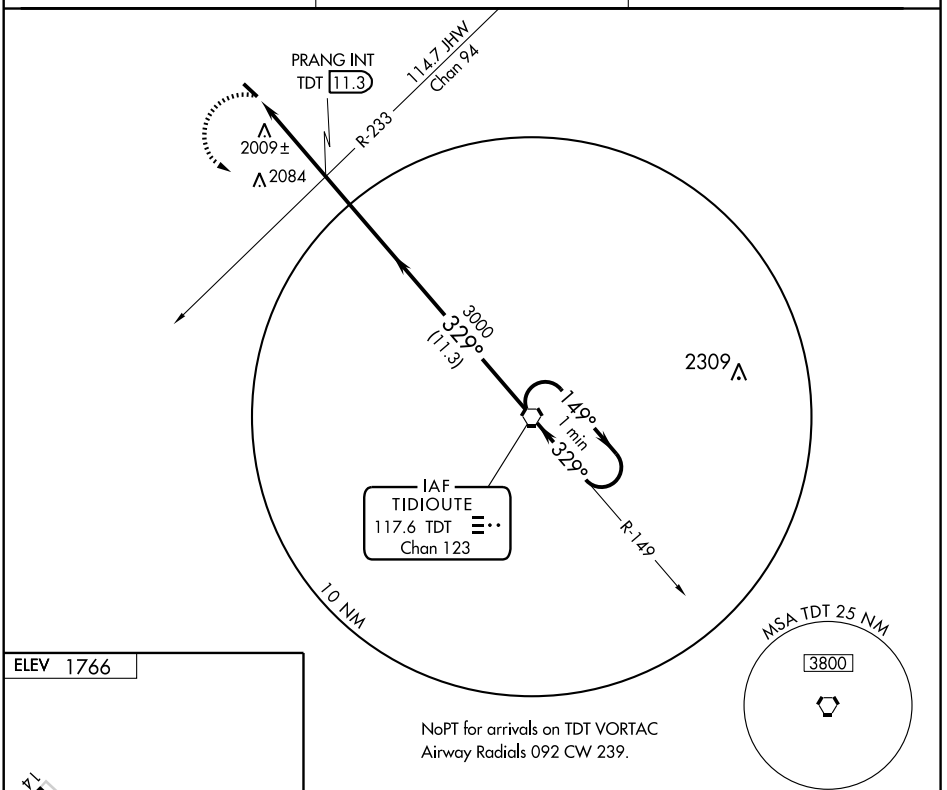
CORRY-LAWRENCE (8G2)

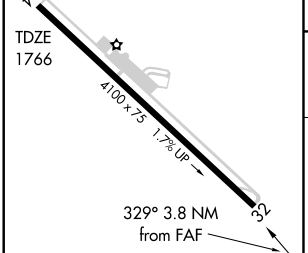
NA

Use Jamestown, NY altimeter setting.

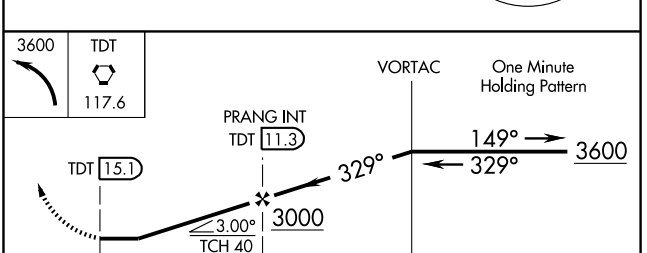
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-32	2320-1	554 (600-1)	2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

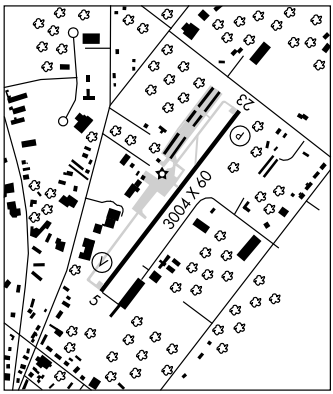
DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

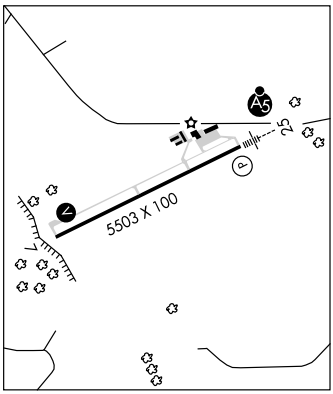
DOVER

LAZY B RANCH (OP8) 3 E UTC−5(−4DT) N40°01.35′ W76°49.00′ **NEW YORK**
450 NOTAM FILE IPT
RWY 05–23: 2600X100 (TURF) LIRL
RWY 05: Pline.
AIRPORT REMARKS: Unattended. Ctc arpt manager 717292–7029. Rwy edge markers black/white colors positioned every 200′ both sides of rwy. For LIRL Rwy 05–23 key 122.9 five times.
COMMUNICATIONS: CTAF 122.9

DOYLESTOWN (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ **NEW YORK**
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL **L–34G, A**
RWY 05–23: H3004X60 (ASPH) S–12 MIRL **IAP**
RWY 05: SAVASI(S2L)—GA 5.0°. Tree.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
CLNC DEL 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.



DUBOIS RGNL (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ **DETROIT**
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A **H–10H, 12I, L–30I**
NOTAM FILE DUJ **IAP**
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
RWY 07: REIL. VASI(V4L)—GA 3.0°TCH 30′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 25: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
AIRPORT REMARKS: Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
AIRSPACE: CLASS E svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
ILS 109.9 I–DUJ Rwy 25. ILS unmonitored.



RNAV (GPS) RWY 5

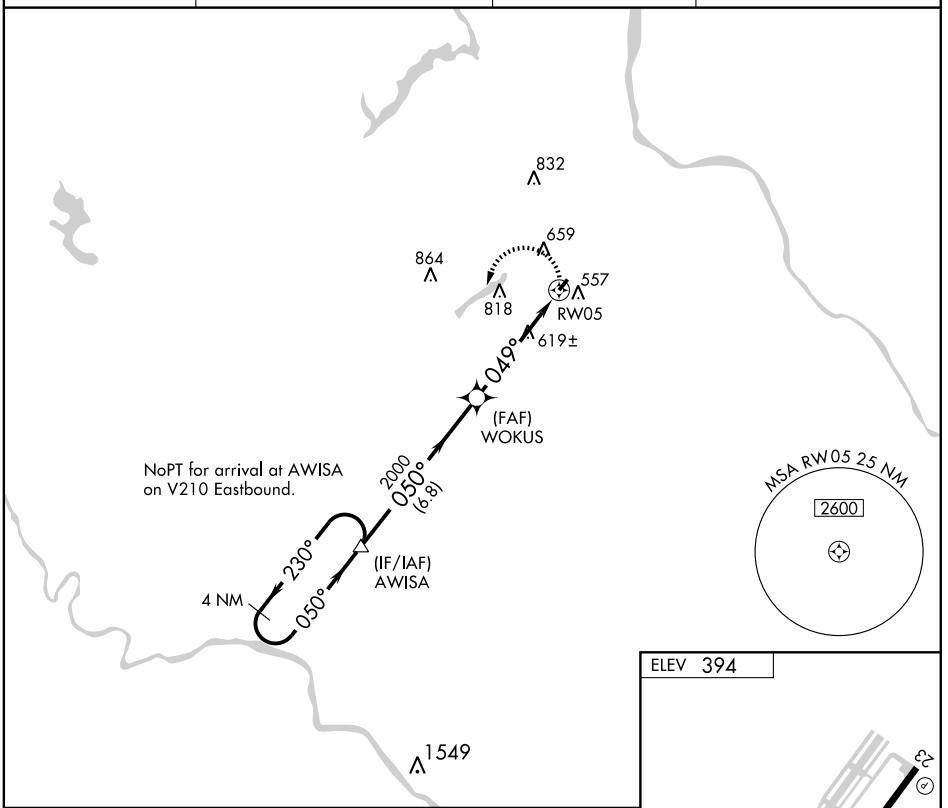
DOYLESTOWN (DYL)

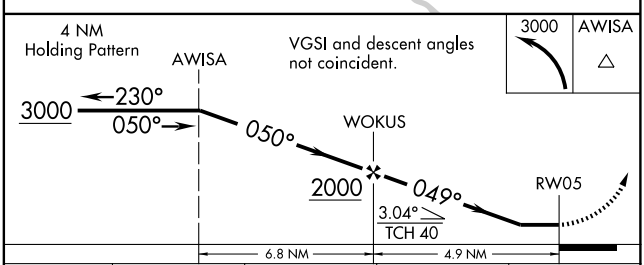
APP CRS	Rwy Idg	3004
049°	TDZE	394
	Apt Elev	394

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

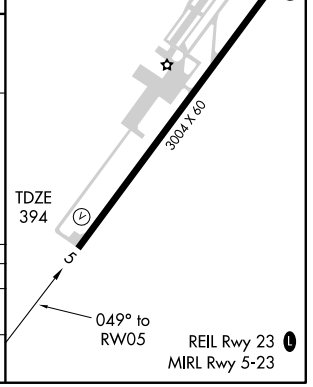
MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1	486 (500-1)	NA	
CIRCLING	960-1	566 (600-1)	NA	



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

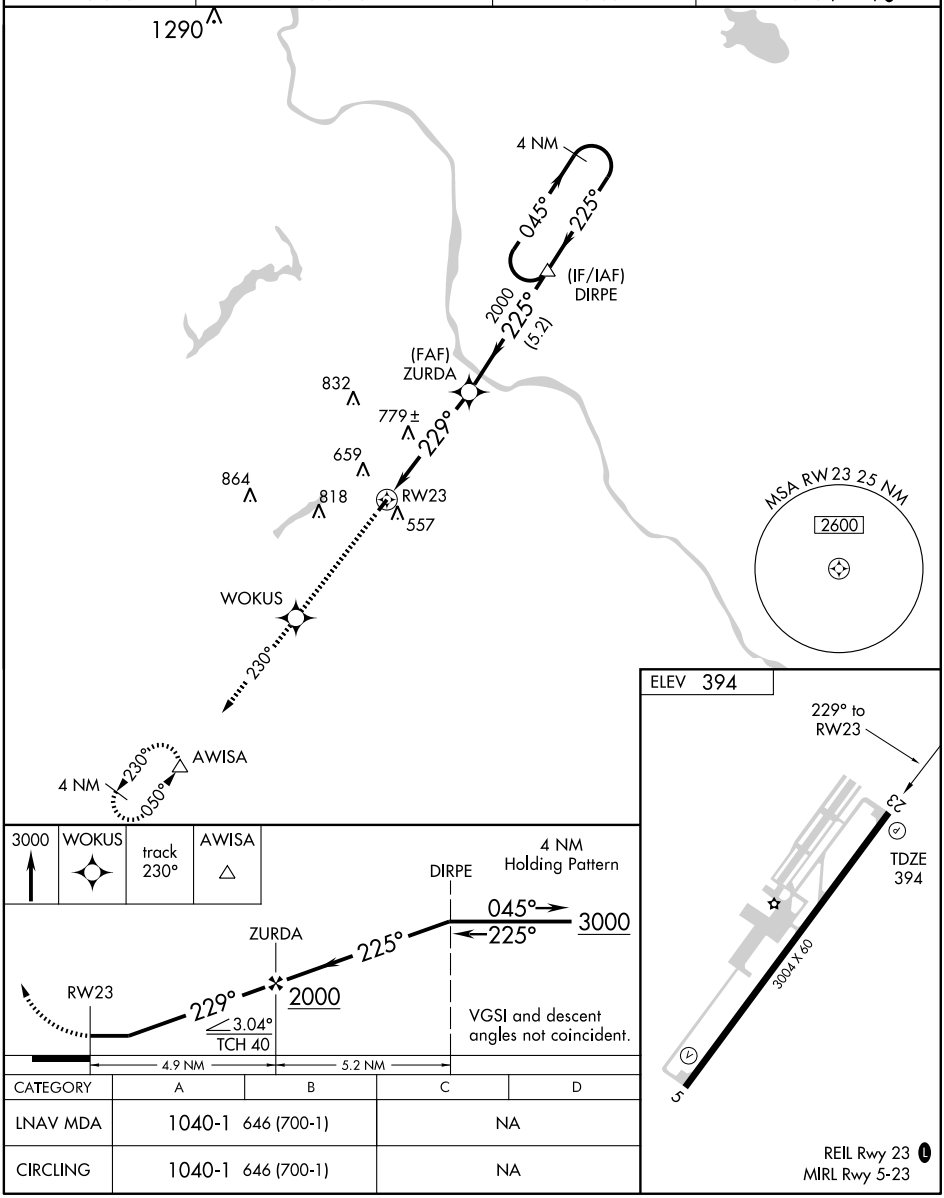
DOYLESTOWN (DYL)

APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 646 (700-1)		NA	
CIRCLING	1040-1 646 (700-1)		NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

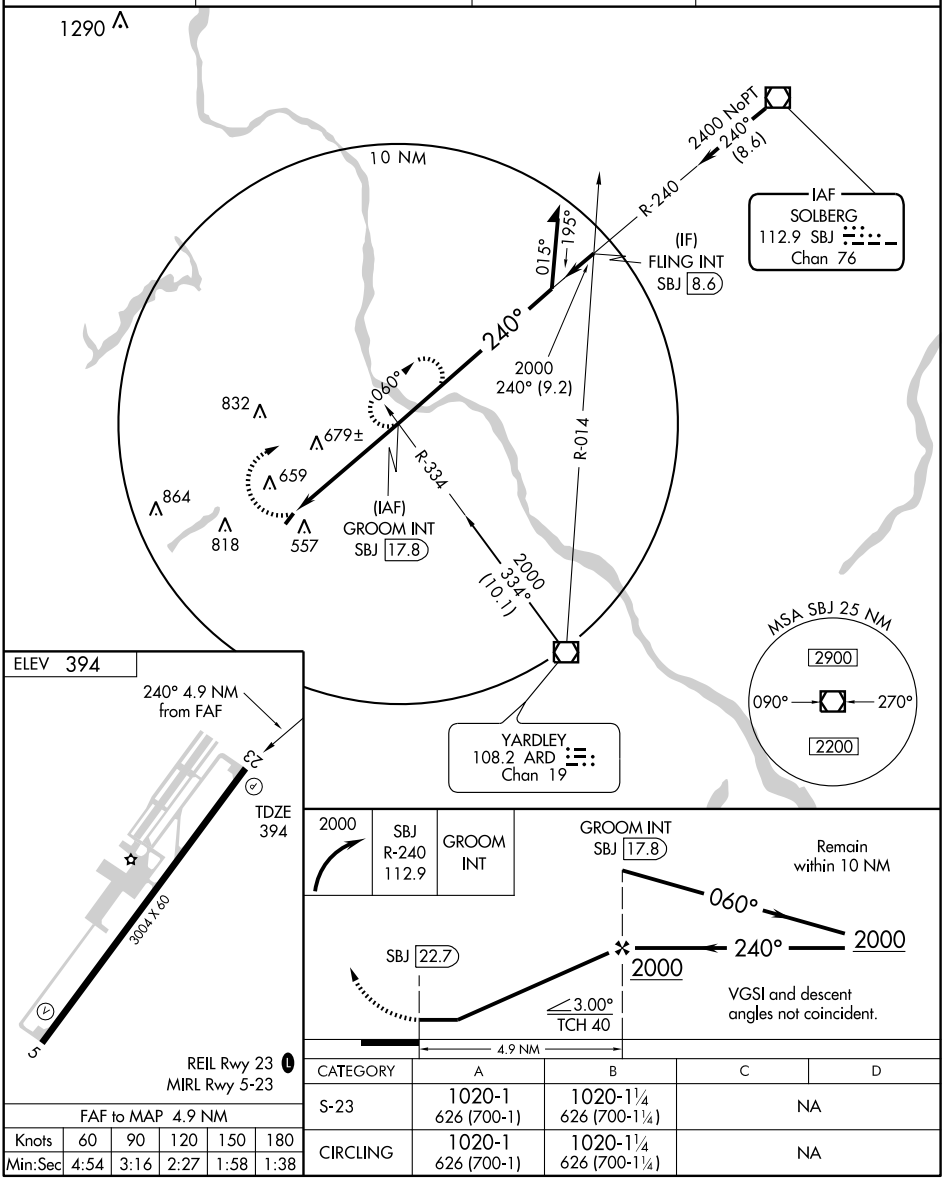
VOR/DME SBJ	APP CRS	Rwy Idg	3004
112.9	240°	TDZE	394
Chan 76		Apt Elev	394

VOR RWY 23
DOYLESTOWN (DYL)

If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

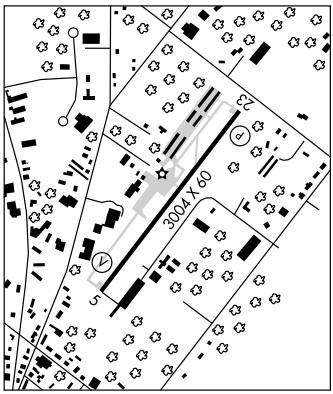
DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

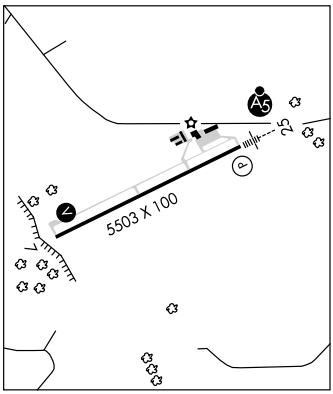
DOVER

LAZY B RANCH (OP8) 3 E UTC−5(−4DT) N40°01.35′ W76°49.00′ **NEW YORK**
450 NOTAM FILE IPT
RWY 05–23: 2600X100 (TURF) LIRL
RWY 05: Pline.
AIRPORT REMARKS: Unattended. Ctc arpt manager 717292–7029. Rwy edge markers black/white colors positioned every 200′ both sides of rwy. For LIRL Rwy 05–23 key 122.9 five times.
COMMUNICATIONS: CTAF 122.9

DOYLESTOWN (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ **NEW YORK**
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL **L–34G, A**
RWY 05–23: H3004X60 (ASPH) S–12 MIRL **IAP**
RWY 05: SAVASI(S2L)—GA 5.0°. Tree.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
CLNC DEL 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.



DUBOIS RGNL (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ **DETROIT**
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A **H–10H, 12I, L–30I**
NOTAM FILE DUJ **IAP**
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
RWY 07: REIL. VASI(V4L)—GA 3.0°TCH 30′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 25: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
AIRPORT REMARKS: Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
AIRSPACE: CLASS E svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
ILS 109.9 I–DUJ Rwy 25. ILS unmonitored.



LOC I-DUJ	APP CRS	Rwy Idg	5504
109.9	252°	TDZE	1817
		Apt Elev	1817

ILS or LOC RWY 25

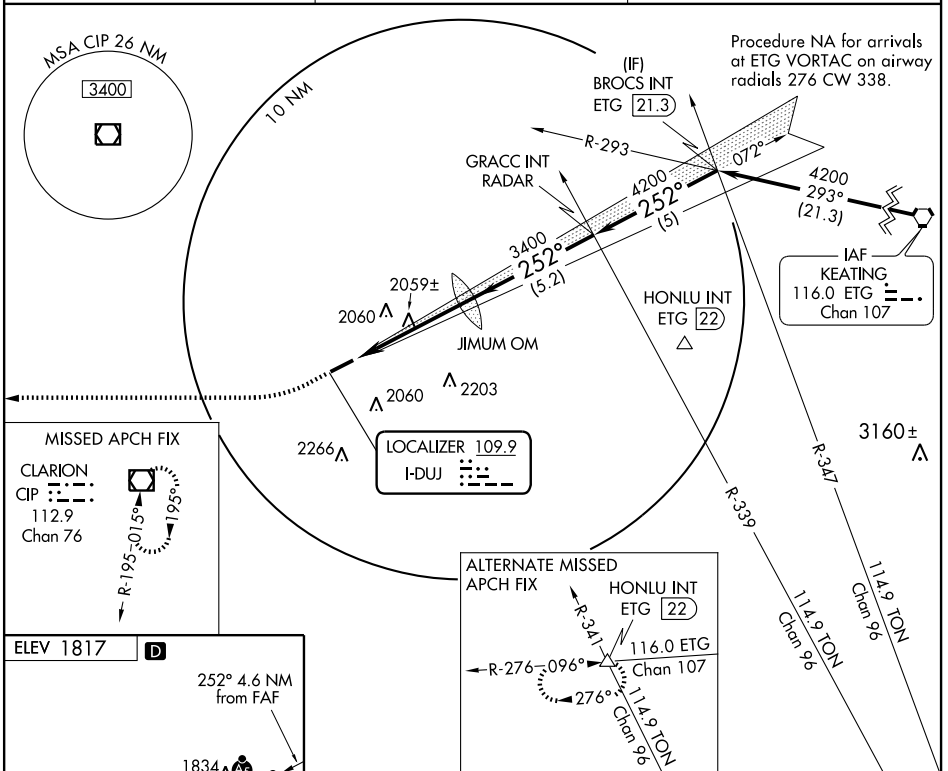
DUBOIS RGNL (DUJ)

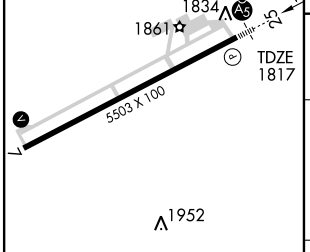
When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ¼ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

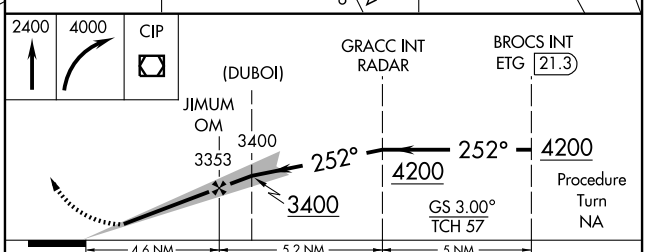
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF)







REIL Rwy 7
HIRL Rwy 7-25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 25	2017-½ 200 (200-½)			
S-LOC 25	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5504
CH 82116	072°	TDZE	1817
W07A		Apt Elev	1816

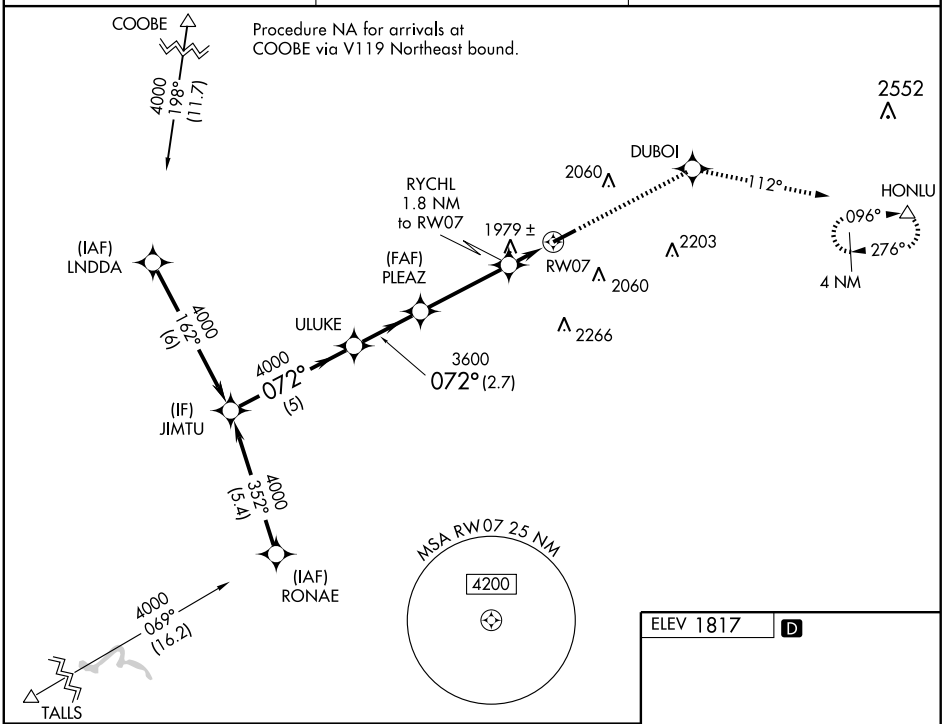
RNAV (GPS) RWY 7

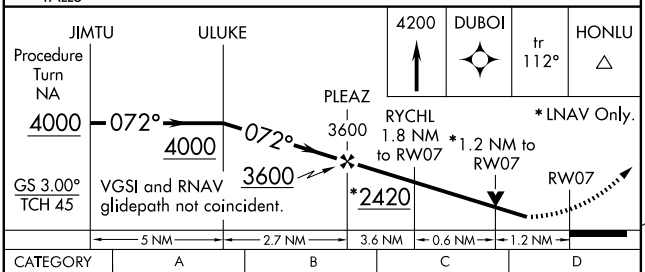
DUBOIS RGNL (DUJ)

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

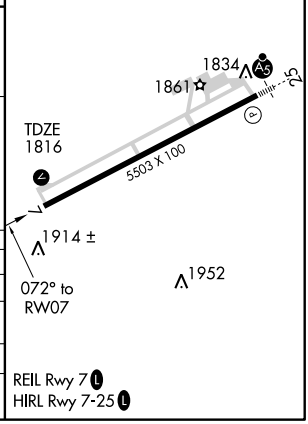
MISSED APPROACH: Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2066-¾ 250 (300-¾)			
LNAV/VNAV DA	2313-1¾ 497 (500-1¾)			
LNAV MDA	2240-1 424 (500-1)		2240-1¼ 424 (500-1¼)	
CIRCLING	2300-1 483 (500-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

WAAS	APP CRS	Rwy Idg	5504
CH 97407	252°	TDZE	1817
W25A		Apt Elev	1817

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV Cat C and Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct ULUKE and on track 287° to CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

Procedure NA for arrivals at COOBE via V119 Southwest bound, V232 Westbound.

COOBE 4200 096° (23.8)

(IAF) DRTHE 4200 163° (6)

(IF) BROCS 4200 253° (5)

GRACC 3400 253° (5)

(FAF) DUBOI 2059± 252° 2060

4200 329° (7.7) (IAF) DAAAV

Procedure NA for arrivals at DAAAV via V226 Eastbound, V184 Southeast bound.

MISSED APCH FIX CLARION CIP 017° 4 NM 197°

RW25 1939± 2203 2060 2266

287° ULUKE

MSA RW25 25 NM 4200 2996

ELEV 1817 D

252° to RW25 1834 1861 TDZE 1817 5503 X 100

1952

REIL Rwy 7 L
HIRL Rwy 7-25 L

4000	ULUKE	tr 287°	CIP

*LNAV only. *1.4 NM to RW25

DUBOI 3400 253° 252° RW25 3400

GRACC 4200 253° BROCS 4200 Procedure Turn NA

GS 3.00° TCH 57

1.4 3.3 NM 5 NM 5 NM

CATEGORY	A	B	C	D
LPV DA	2017-½ 200 (200-½)			
LNAV/VNAV DA	2209-¾ 392 (400-¾)			
LNAV MDA	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIP	APP CRS	Rwy Idg	5504
112.9	092°	TDZE	1816
Chan 76		Apt Elev	1817

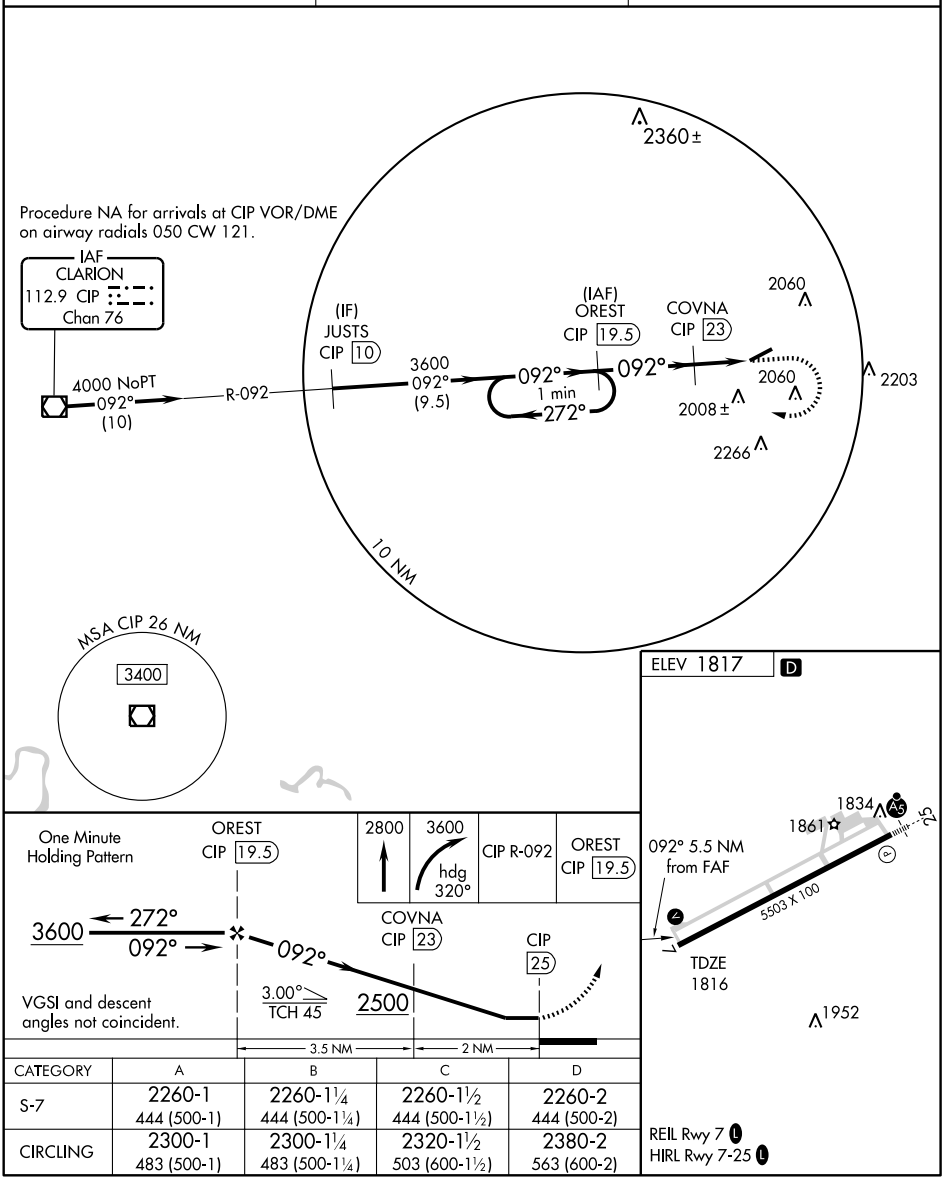
VOR/DME RWY 7

DUBOIS RGNL (DUJ)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

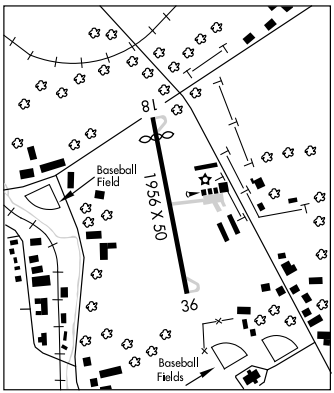


CATEGORY	A	B	C	D
S-7	2260-1 444 (500-1)	2260-1¼ 444 (500-1¼)	2260-1½ 444 (500-1½)	2260-2 444 (500-2)
CIRCLING	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

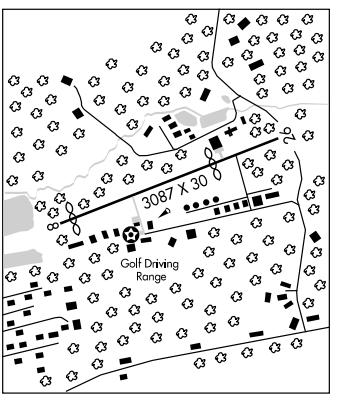
EASTON

BRADEN AIRPARK (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
RWY 18–36: H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
RWY 18: Thld dsplcd 192′. Bldg.
RWY 36: Tree.
AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.



EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
RWY 08–26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 08: Thld dsplcd 100′. Trees.
RWY 26: Thld dsplcd 770′. Trees.
AIRPORT REMARKS: Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.



EAST TEXAS N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
(L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

VOR/DME STW	APP CRS	Rwy Idg	N/A
109.6 Chan 33	291°	TDZE	N/A
		Apt Elev	480

VOR/DME or GPS-A

EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

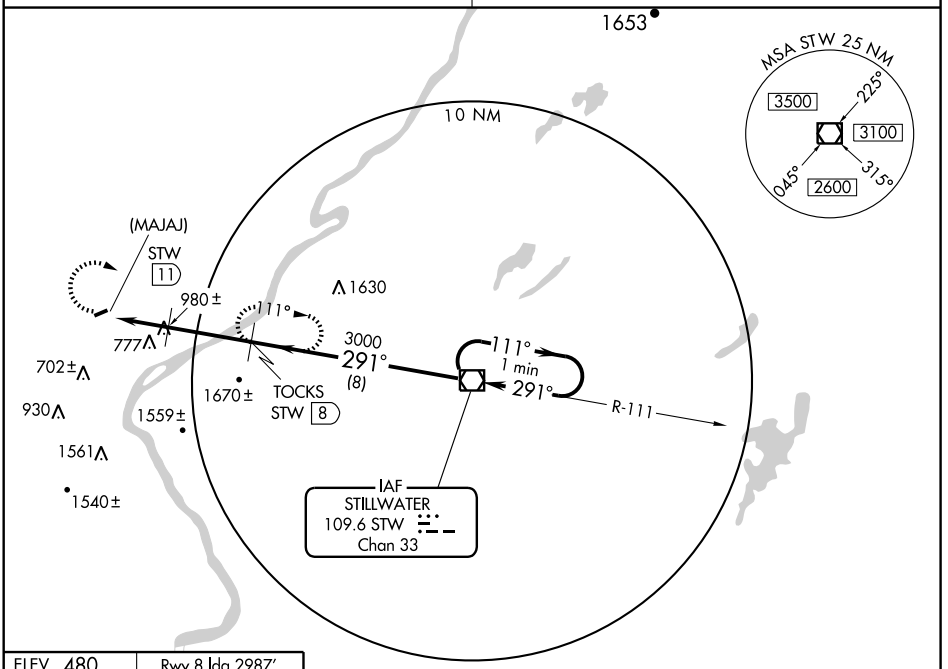
Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF) L



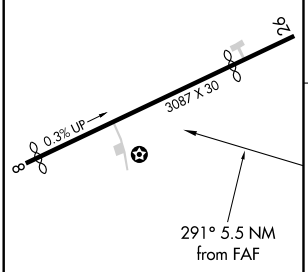
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 480

Rwy 8 ldg 2987′
(Nights Only)
Rwy 26 ldg 2317′

NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.

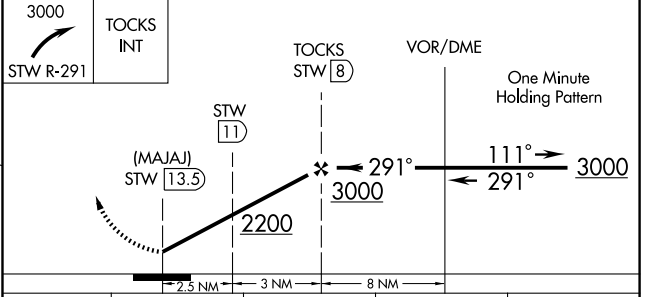


LIRL Rwy 8-26 L ★

Knots	60	90	120	150	180
Min:Sec					

3000
STW R-291

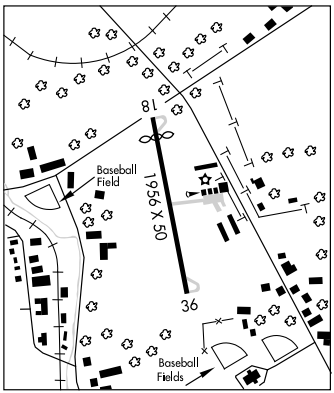
TOCKS INT



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1000 (1000-1¼)	1480-1½ 1000 (1000-1½)	NA	
ALLENTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1980-3 1500 (1500-3)		NA	

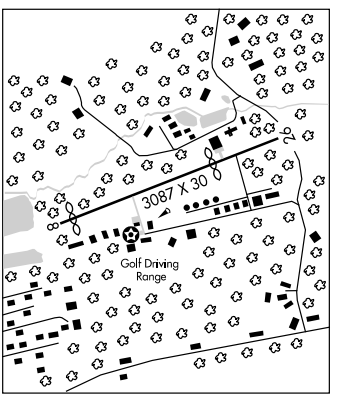
EASTON

BRADEN AIRPARK (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
RWY 18–36: H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
RWY 18: Thld dsplcd 192′. Bldg.
RWY 36: Tree.
AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.



EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
RWY 08–26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 08: Thld dsplcd 100′. Trees.
RWY 26: Thld dsplcd 770′. Trees.
AIRPORT REMARKS: Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.



EAST TEXAS N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
(L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

APP CRS	Rwy Idg	1764
009°	TDZE	395
	Apt Elev	399

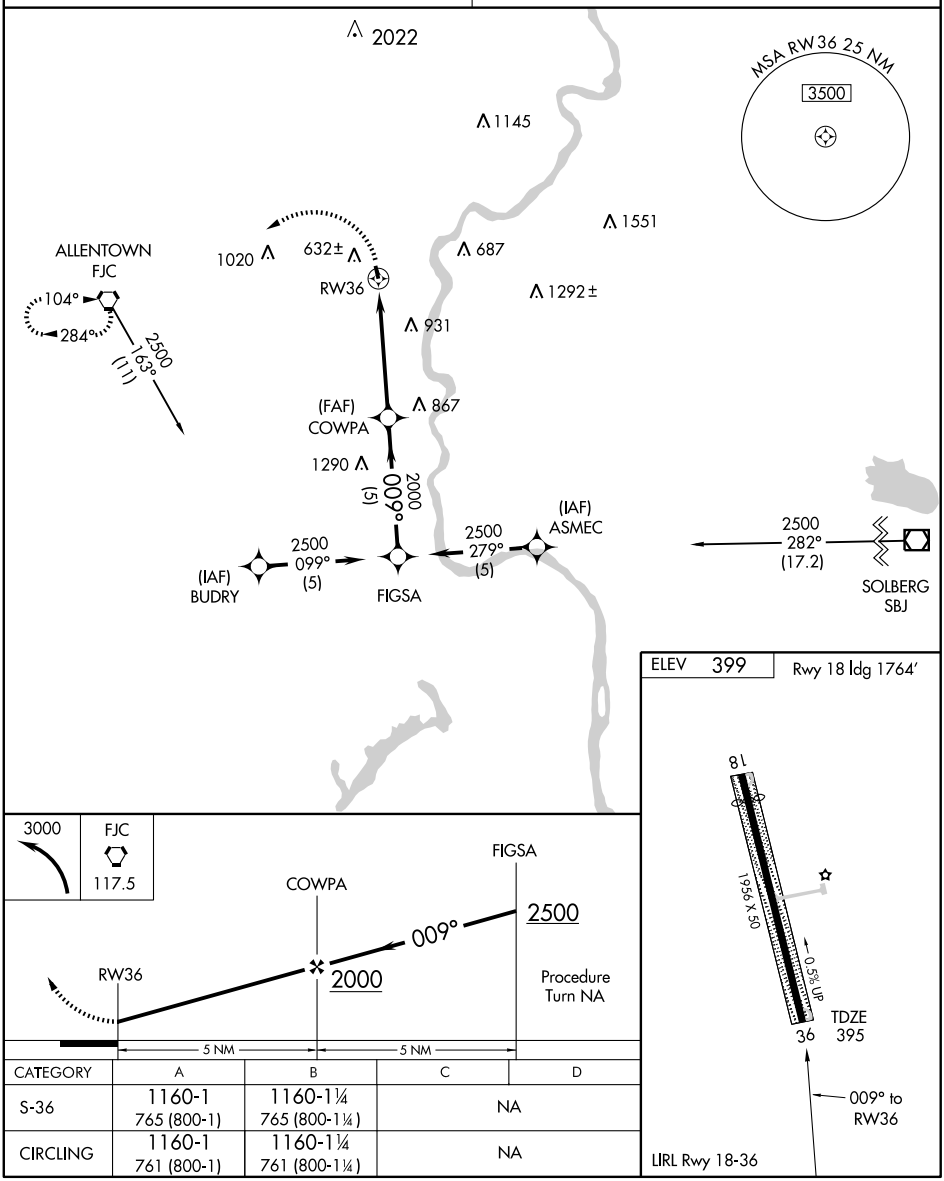
GPS RWY 36

EASTON/ BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	**123.0** (CTAF)



CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC FJC 117.5 Chan 122	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR/DME or GPS-D

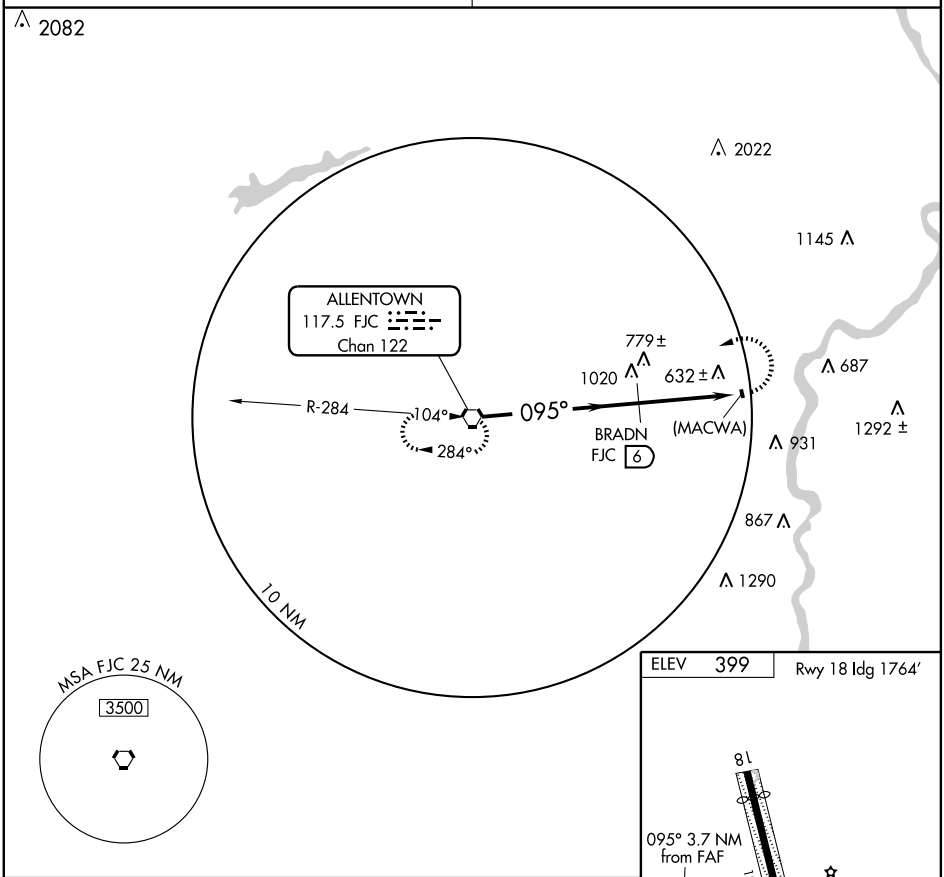
EASTON/ BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
Procedure not authorized at night.

NA

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 901 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

EBENSBURG (9G8) 3 SW UTC−5(−4DT) N40°27.67′ W78°46.52′

DETROIT
L–29D
IAP

2099 B **FUEL** 100LL NOTAM FILE AOO

RWY 07–25: H3204X50 (ASPH) S–12.5 MIRL 0.6% up NE

RWY 07: Brush. **RWY 25:** Trees.

RWY 11–29 ULTRALIGHT: 1636X150 (TURF–DIRT)

RWY 11 ULTRALIGHT: Trees. **RWY 29 ULTRALIGHT:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–1600Z‡. Sat and Sun irregularly. Attended after hrs on req. Deer on and invof arpt. Rwy 11U–29U ruts and long grass. Rwy 11U–29U for ultralights only. Ryw 11U–29U rwy boundary marked with yellow barrels. ACTIVATE MIRL Rwy 07–25 and twy lgts—CTAF.

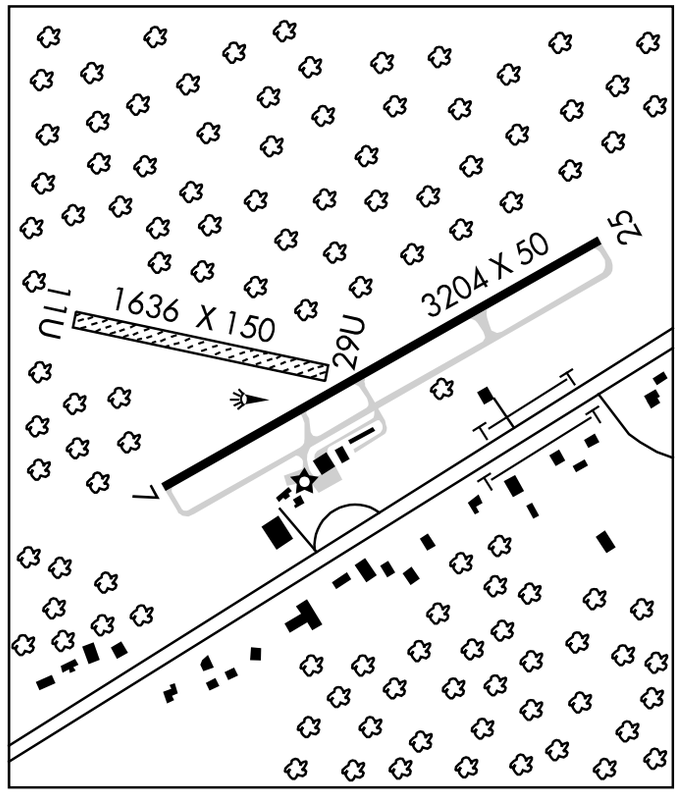
COMMUNICATIONS: CTAF/UNICOM 122.8

REVLOC RCO 122.1R 110.6T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 203° 5.3 NM to fld. 2340/09W.



EIGHTY FOUR

BANDEL (22D) 3 SE UTC−5(−4DT) N40°07.84′ W80°05.77′

DETROIT

1210 NOTAM FILE AOO

RWY 01–19: 2260X100 (TURF–DIRT)

RWY 01: Hill. **RWY 19:** Trees.

AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 01–19 indef. Extensive glider operations weekends. Center 20 ft of rwy is gravel, turf on both sides of center gravel strip. Rwy 01–19 marked with flush white bucket lids boundary markers. Rwy ends marked with red cones.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Local aircraft and gliders monitor frequency 123.3.

ELLWOOD CITY N40°49.50′ W80°12.69′ NOTAM FILE AOO.

DETROIT
H–10H, L–29C

(H) VORTAC 115.8 EWC Chan 105 257° 8.8 NM to Beaver Co. 1227/08W. VOR unusable; 310°–355°.

RCO 122.1R 115.8T (ALTOONA RADIO)

ENOLA N40°14.78′ W76°54.03′ NOTAM FILE MDT.

NDB (LOM) 204 MD 128° 7.1 NM to Harrisburg Intl.

ERIE CO (See WATTSBURG)

APP CRS	Rwy Idg	3204
066°	TDZE	2088
	Apt Elev	2099

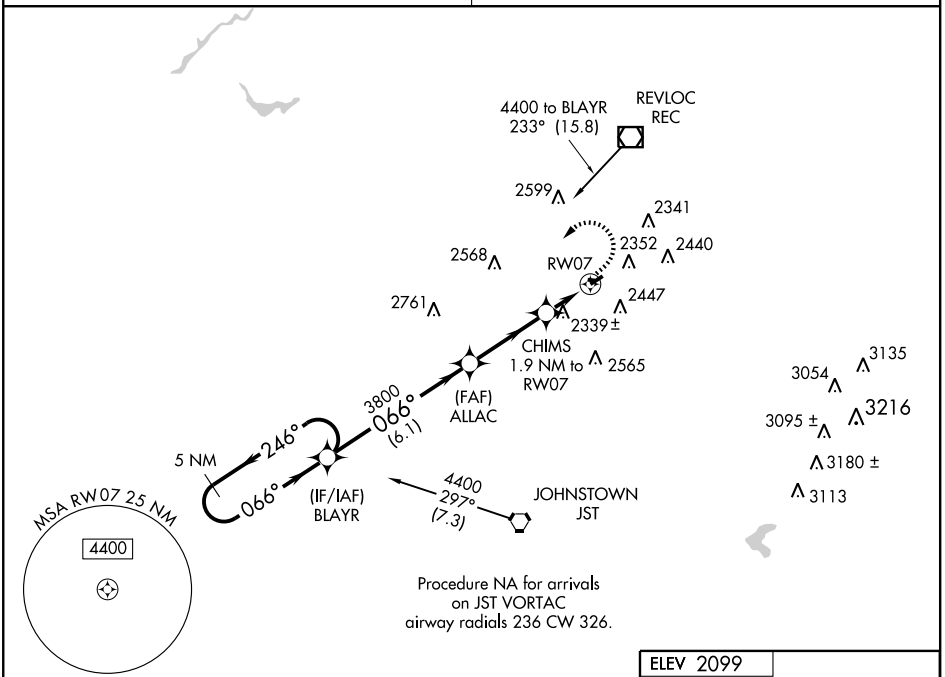
RNAV (GPS) RWY 7

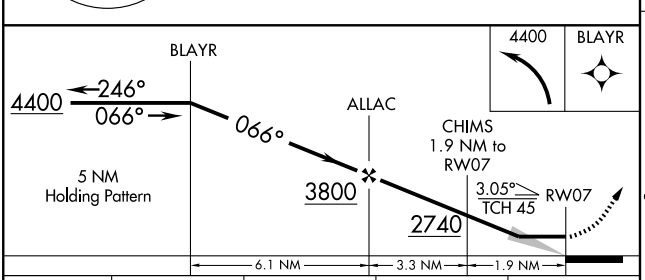
EBENSBURG (9G8)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

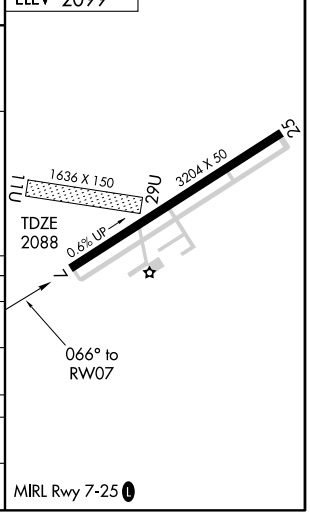
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2600-1 512 (600-1)		2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2640-1 552 (600-1)		2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3204
246°	TDZE	2098
	Apt Elev	2099

RNAV (GPS) RWY 25

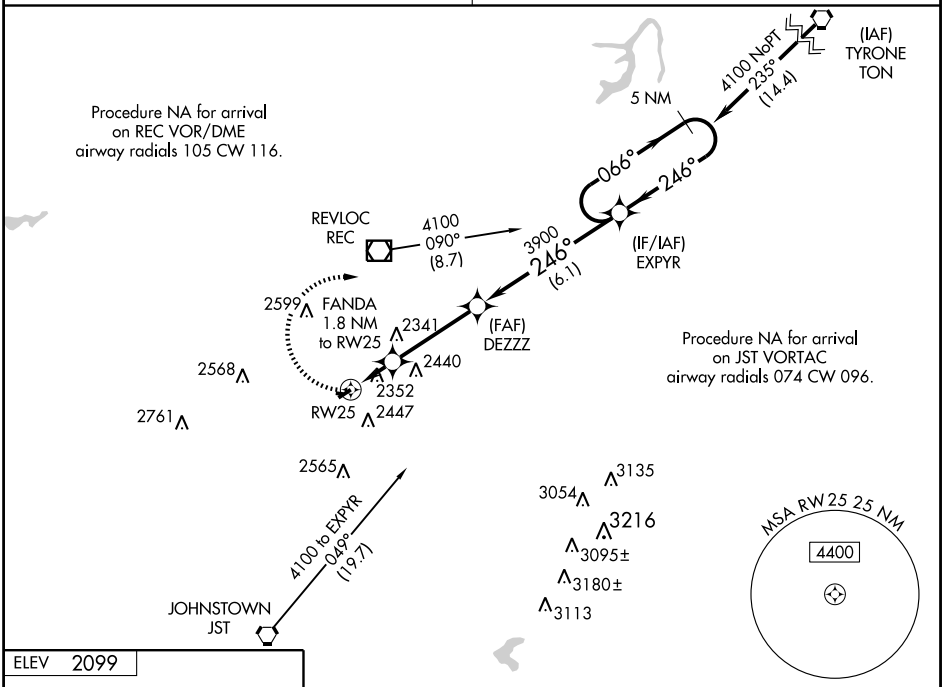
EBENSBURG (9G8)

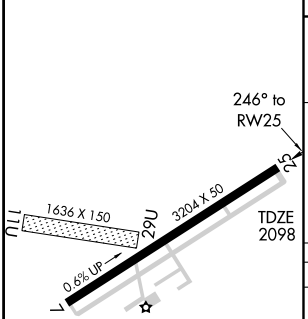
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

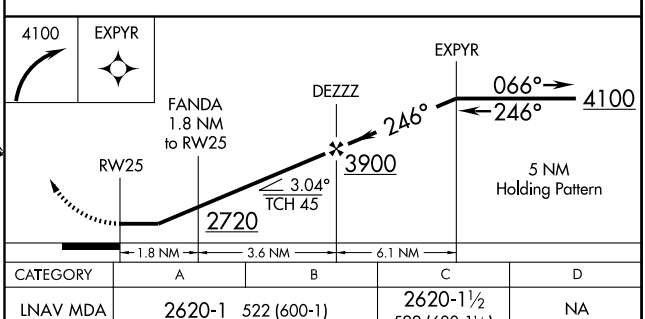
NA

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2620-1 522 (600-1)		2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1 562 (600-1)		2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

MIRL Rwy 7-25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME REC	APP CRS	Rwy Idg	N/A
110.6	203°	TDZE	N/A
Chan 43		Apt Elev	2099

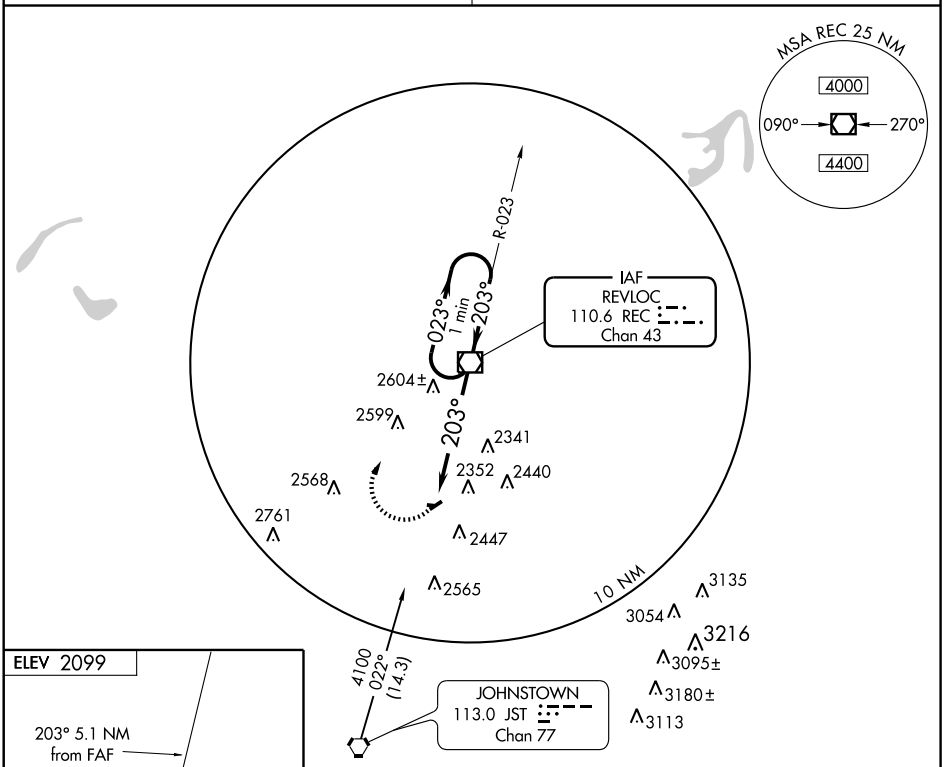
VOR-A
EBENSBURG (9G8)

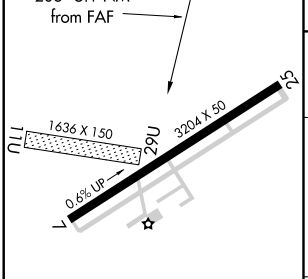
NA — Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

CLEVELAND CENTER
121.2 299.2

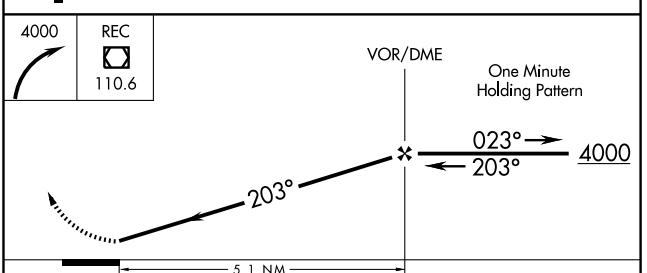
UNICOM
122.8 (CTAF) L





MIRL Rwy 7-25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



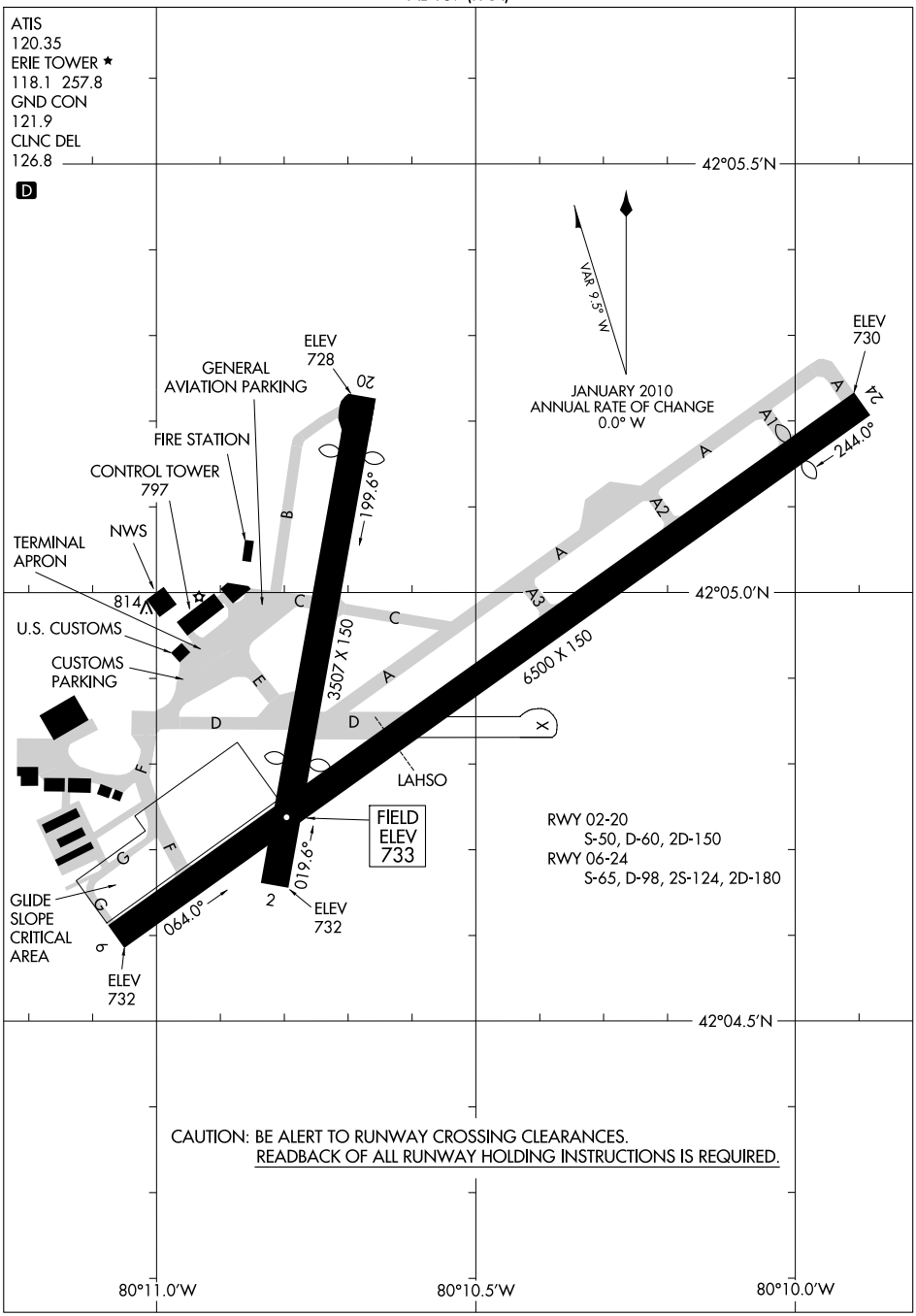
CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

ERIE INTL/TOM RIDGE FLD (ERI) 5 SW UTC−5(−4DT) N42°04.92′ W80°10.57′ **DETROIT**

733 B S2 **FUEL** 100, JET A OX 3, 4 LRA Class I, ARFF Index B NOTAM FILE ERI **H–10H, L–30H**

RWY 06–24: H6500X150 (ASPH–GRVD) S–65, D–98, 2S–124, 2D–180 HIRL **IAP, AD**

RWY 06: MALSR. Railroad.

RWY 24: MALSR. Thld dsplcd 490′. Road.

RWY 02–20: H3507X150 (ASPH) S–50, D–60, 2D–150 MIRL

RWY 02: Thld dsplcd 816′. Trees.

RWY 20: VASI(V4L)—GA 4.0° TCH 72′. Thld dsplcd 306′. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	02–20	4100

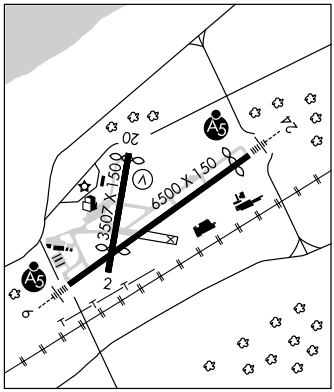
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–3507 TODA–3507 ASDA–3507 LDA–2691

RWY 06: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

RWY 20: TORA–3507 TODA–3507 ASDA–3507 LDA–3201

RWY 24: TORA–6500 TODA–6500 ASDA–6500 LDA–6010



AIRPORT REMARKS: Attended continuously. Rwy 20 CLOSED for night landings. Rwy 02–20 not avbl for air carrier ops. When twr closes, Rwy 02–20 CLOSED exc for taxiing ops. Extensive non–radio and Ultralgt acft opr 3.5–5 NM southwest of arpt at or blo 700 ft AGL May 1–Oct 31 annually SR–SS. Birds on and invof arpt. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. When twr clsd ACTIVATE HIRL Rwy 06–24; MALSR Rwys 06 and 24 and twy lgts—CTAF. MIRL Rwy 02–20, Twys B and C unavbl. Lgtd supplemental windcone located at N side Rwy 24 1000 ft W AER. Landing fee for multi engine acft. Flight Notification Service (ADCUS) available; prior reservation required; phone 814–833–1355.

WEATHER DATA SOURCES: ASOS (814) 835–7112.

COMMUNICATIONS: CTAF 118.1 **ATIS** 120.35 **UNICOM** 122.95

RCO 122.1R 109.4 (ALTOONA RADIO)

Ⓡ **APP/DEP CON** 121.0 (1100–0500Z‡)

CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)

TOWER 118.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.8

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON** within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

(L) VORTAC 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 059° 6.5 NM to fld. 800/06W.

VOR portion unusable:

048°–066° byd 25 NM blo 8000′

076°–154° byd 30 NM blo 5000′

155°–190° byd 30 NM

191°–249° byd 30 NM blo 6000′

DME unusable:

076°–109° byd 30 NM blo 5000′

110°–180° byd 25 NM blo 5000′

181°–249° byd 30 NM blo 5000′

250°–274° byd 20 NM

295°–315° byd 35 NM blo 3000′

CASCADE NDB (MHW) 372 CQD N42°07.15′ W80°06.28′ 243° 3.9 NM to fld. NDB unmonitored when twr clsd.

ESMER NDB (LOM) 349 ER N42°02.32′ W80°15.32′ 062° 4.4 NM to fld. NDB unmonitored when twr clsd.

ILS 110.3 I–AWY Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 110.3 I–ERI Rwy 06. Class IE. LOM ESMER NDB. GS unusable for coupled apch blo 1580′ MSL. ILS unmonitored when twr clsd.

ERWINNA

VANSANT (9N1) 2 SW UTC−5(−4DT) N40°29.06′ W75°05.98′ **NEW YORK**

390 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE IPT

RWY 07–25: 3058X120 (TURF)

RWY 07: Thld dsplcd 365′. Road. **RWY 25:** Trees.

RWY 05G–23G: 1340X200 (TURF)

RWY 23G: Trees.

AIRPORT REMARKS: Attended 1330Z‡–dark. Rwy 05 ldg and tkf prohibited. Arpt CLOSED to transient traffic Dec thru Apr. Heavy glider traffic. Glider TPA–1190(800); Power Plane TPA–1390(1000). Power plane tfc remain outside glider tfc pattern and avoid flying directly over arpt. Gliders occasionally use power plane runway for landings to the W. Rwy 23 gliders only. Rwy 07–25 marked with white tires; dsplcd thld marked with white tires.

COMMUNICATIONS: CTAF/UNICOM 122.8

ESMER N42°02.32′ W80°15.32′ NOTAM FILE ERI.

NDB (LOM) 349 ER 062° 4.4 NM to Erie Intl/Tom Ridge Fld. NDB unmonitored when Erie twr clsd.

LOC I-AWY	APP CRS	Rwy Idg	6010
110.3	242°	TDZE	732
		Apt Elev	733

ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T A Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

242° 062° ESMER ER 349

DME or RADAR REQUIRED

(IAF) HIMOR ERI 19

ERI R-016

3400 NoPT ERI 19 Arc

ERI LR-054

062°

(IF) JONLI ERI 19

LOCALIZER 110.3 I-AWY

WAILS OM

062° 1 min 242°

ERI LR-067

2400 to DEFJO 242° (7)

YUYXI ERI 10

(IAF) DEFJO ERI 12

ERIE 109.4 ERI Chan 31

2700 to DEFJO 060° (12)

MSA ERI 25 NM 2500 3200 220° 040°

R-242 062° 242°

LOM ESMER 349 ER

10 NM

ERI R-121

(IAF) MUGOE ERI 19

ELEV 733 D

242° 5 NM from FAF

TWR 797 TDZE 732

20 24 3307 X 150 6500 X 150

783± 772± 802± 818± 764 764 754 793± 752

HIRL Rwy 6-24 L

MIRL Rwy 2-20

3000 ERI

* LOC only.

DEFJO ERI 12 2400

YUYXI ERI 10

ERI 7

062° 242° 2700 2400

1740*

GS 3.00° TCH 56

3 NM 2 NM

CATEGORY	A	B	C	D
S-ILS 24	935-½ 203 (300-½)			
S-LOC 24	1140-½ 408 (500-½)		1140-¾ 408 (500-¾)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ERI	APP CRS	Rwy Idg	6500
110.3	062°	TDZE	733
		Apt Elev	733

ILS or LOC RWY 6

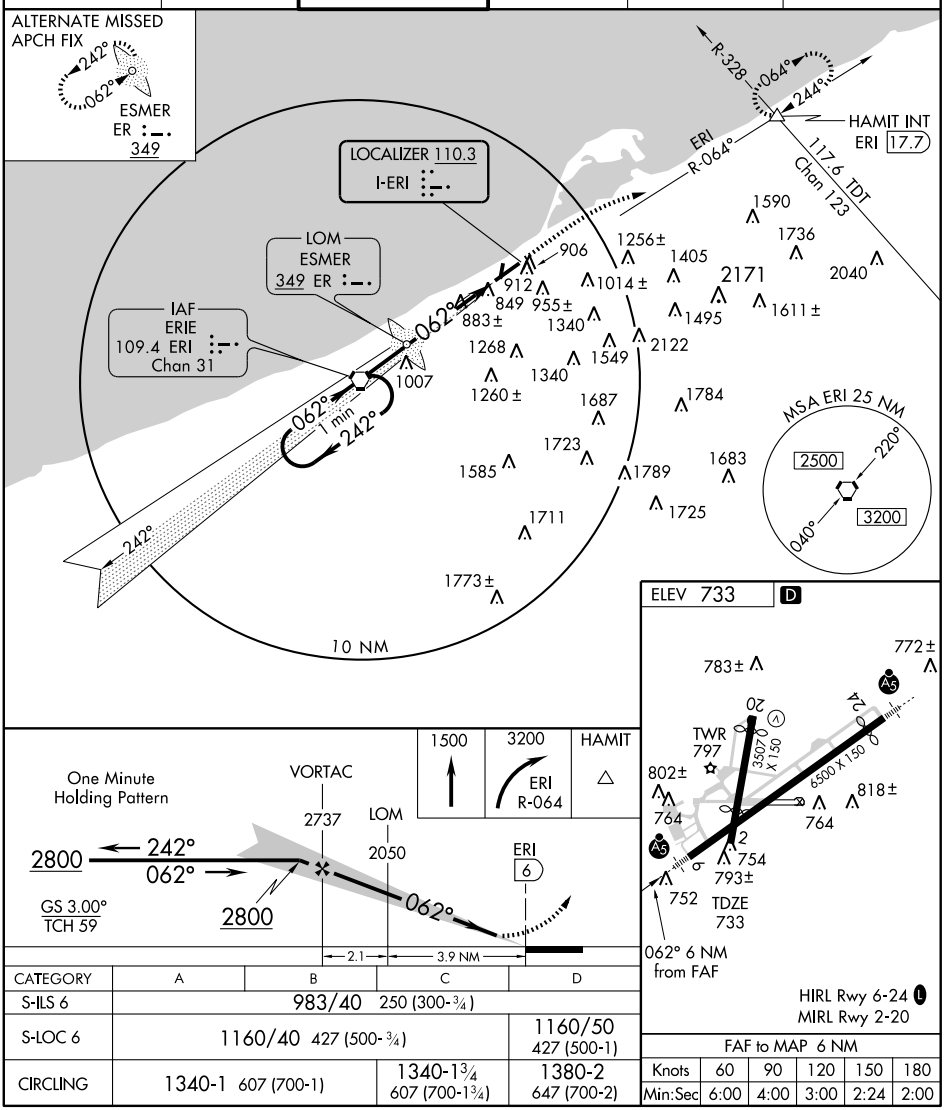
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6. For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000. Autopilot coupled approach NA below 1580.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



CATEGORY	A	B	C	D
S-ILS 6	983/40 250 (300-¾)			
S-LOC 6	1160/40 427 (500-¾)			1160/50 427 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM ER	APP CRS	Rwy Idg	6500
349	062°	TDZE	733
		Apt Elev	733

NDB RWY 6

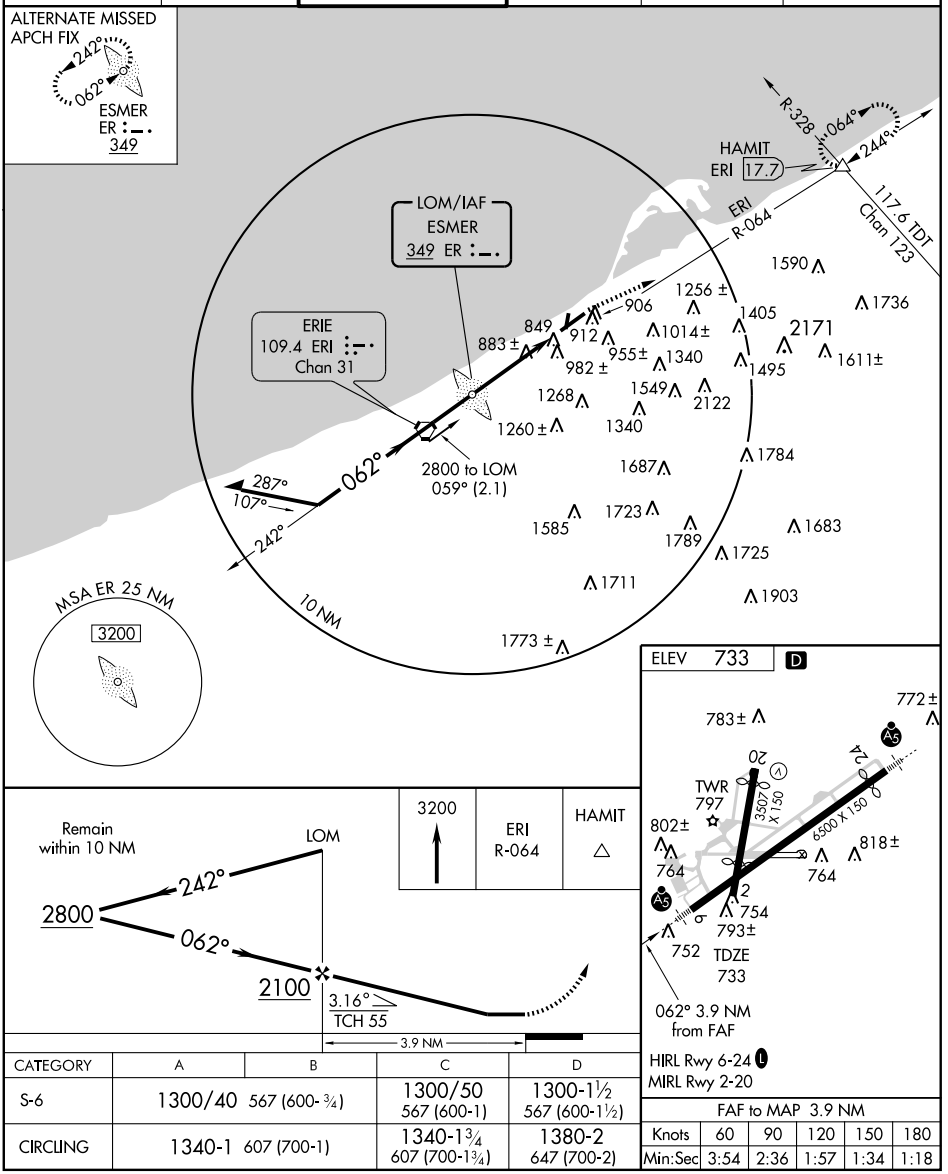
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NDB CQD	APP CRS	Rwy Idg	6010
372	242°	TDZE	732
		Apt Elev	733

NDB RWY 24

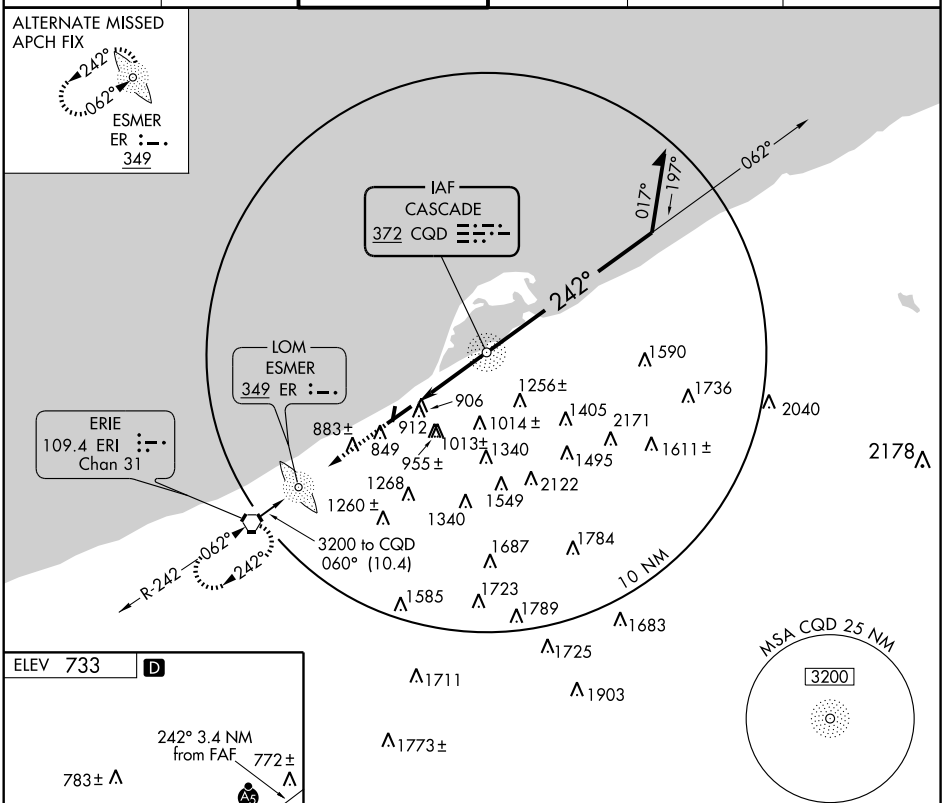
ERIE INTL/TOM RIDGE FIELD (ERI)

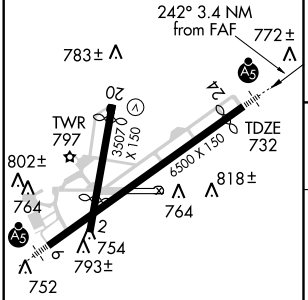
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

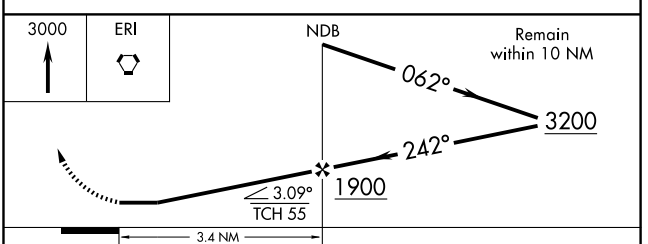
ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95





HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-24	1320-¾	588 (600-¾)	1320-1 588 (600-1)	1320-1½ 588 (600-1½)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77612 W06A	APP CRS 062°	Rwy Idg 6500 TDZE 733 Apt Elev 733

RNAV (GPS) RWY 6

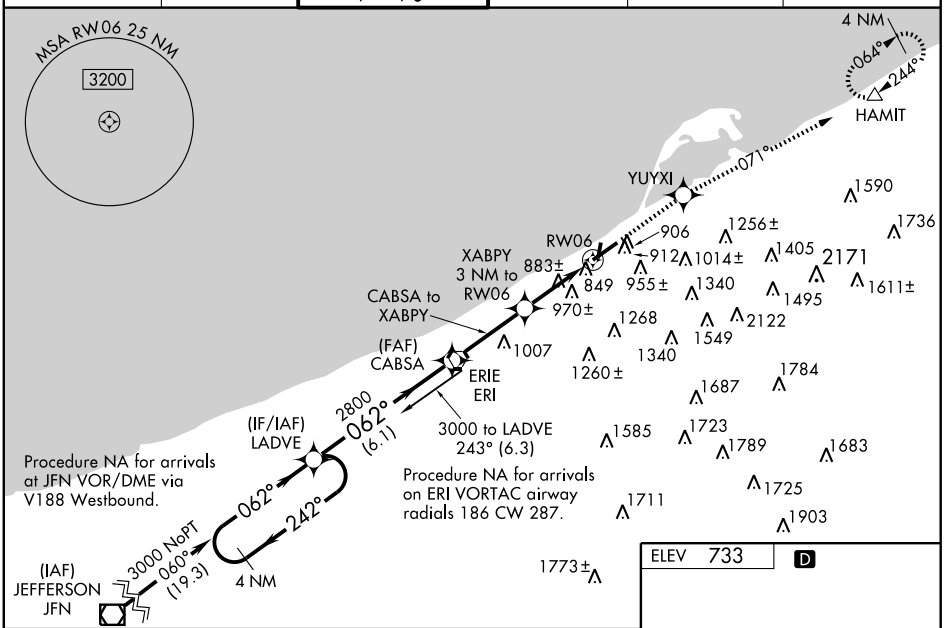
ERIE INTL/TOM RIDGE FIELD (ERI)

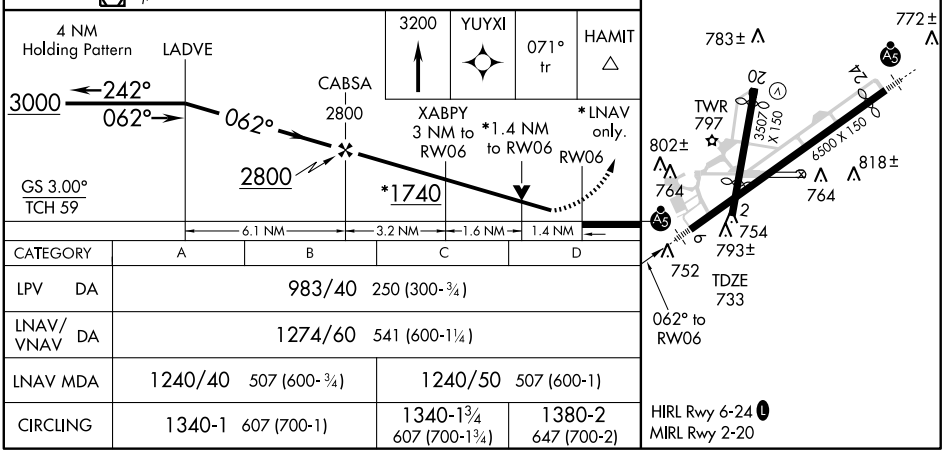
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and Circling Cat C visibilities ¼ mile, LNAV Cat D and Circling Cat D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) 257.8	121.9	126.8	122.95





CATEGORY	A	B	C	D
LPV DA	983/40 250 (300-¾)			
LNAV/VNAV DA	1274/60 541 (600-1¼)			
LNAV MDA	1240/40 507 (600-¾)		1240/50 507 (600-1)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86812 W24A	APP CRS 243°	Rwy Idg 6010 TDZE 732 Apt Elev 733

RNAV (GPS) RWY 24

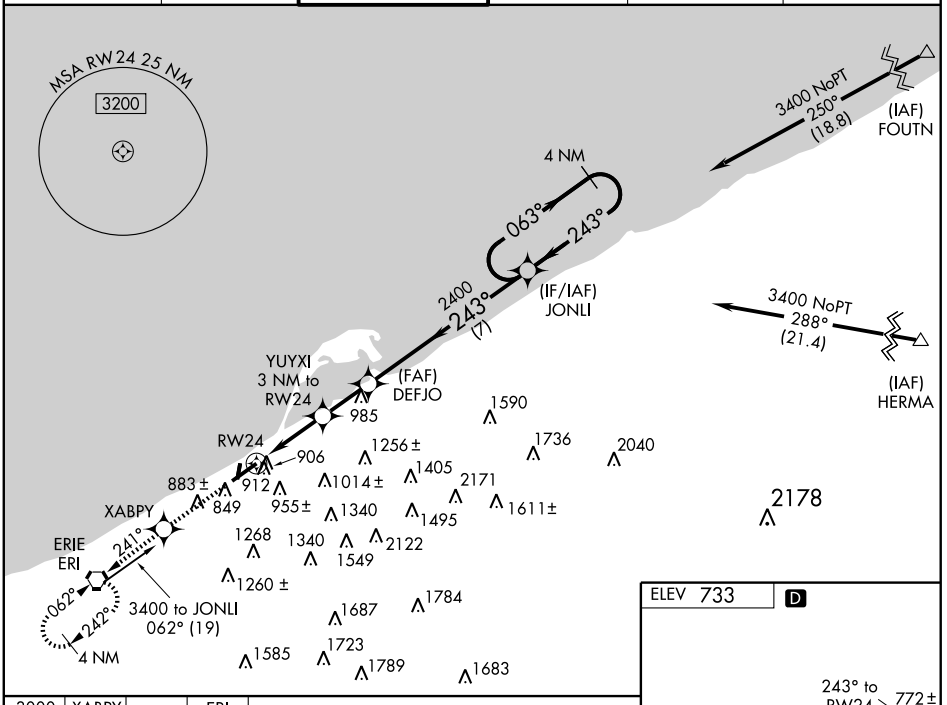
ERIE INTL/TOM RIDGE FIELD (ERI)

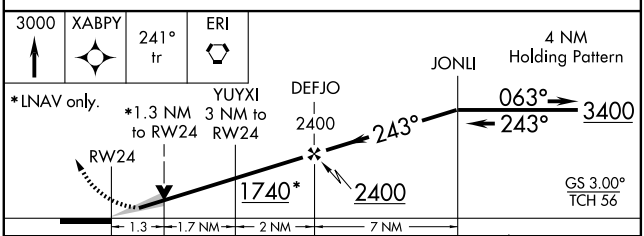
T A Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

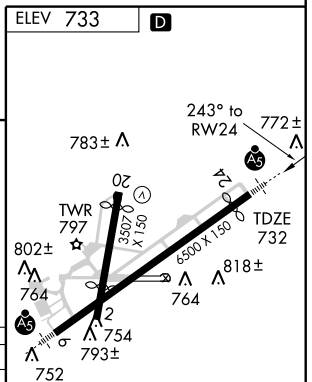
MALSR

MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
LPV DA	935-½ 203 (300-½)			
LNAV/VNAV DA	1207-1¼ 475 (500-1¼)			
LNAV MDA	1200-½ 468 (500-½)		1200-¾ 468 (500-¾)	1200-1 468 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ERI 109.4 Chan 31	APP CRS 240°	Rwy Idg 6010 TDZE 732 Apt Elev 733

VOR/DME RWY 24

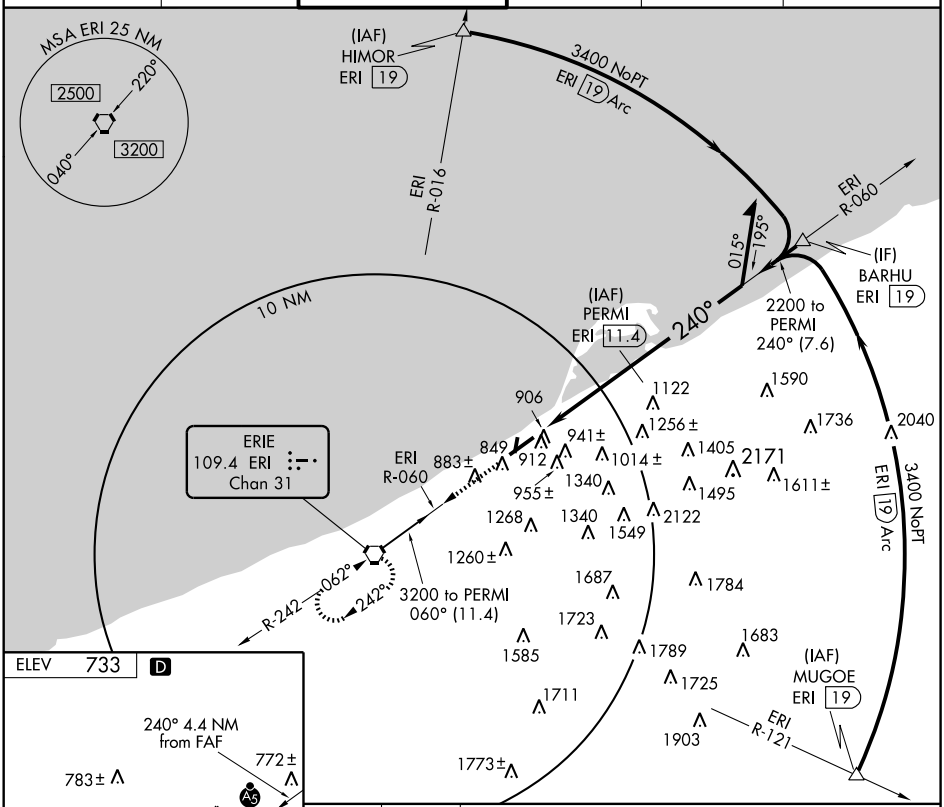
ERIE INTL/TOM RIDGE FIELD (ERI)

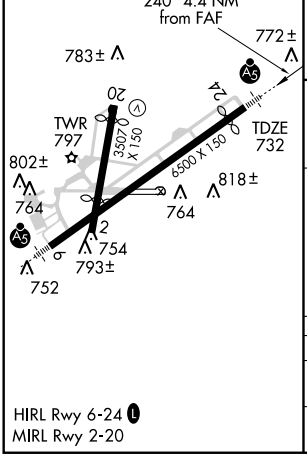
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats C/D and Circling Cat C visibilities ¼ mile and Circling Cat D visibility ½ mile.

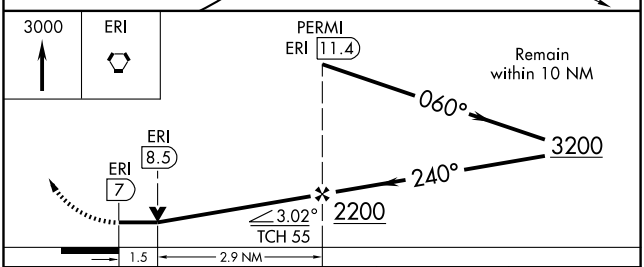
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-24	1260-½	528 (600-½)	1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ERI 109.4 Chan 31	APP CRS 060°	Rwy Idg 6500 TDZE 733 Apt Elev 733

VOR RWY 6

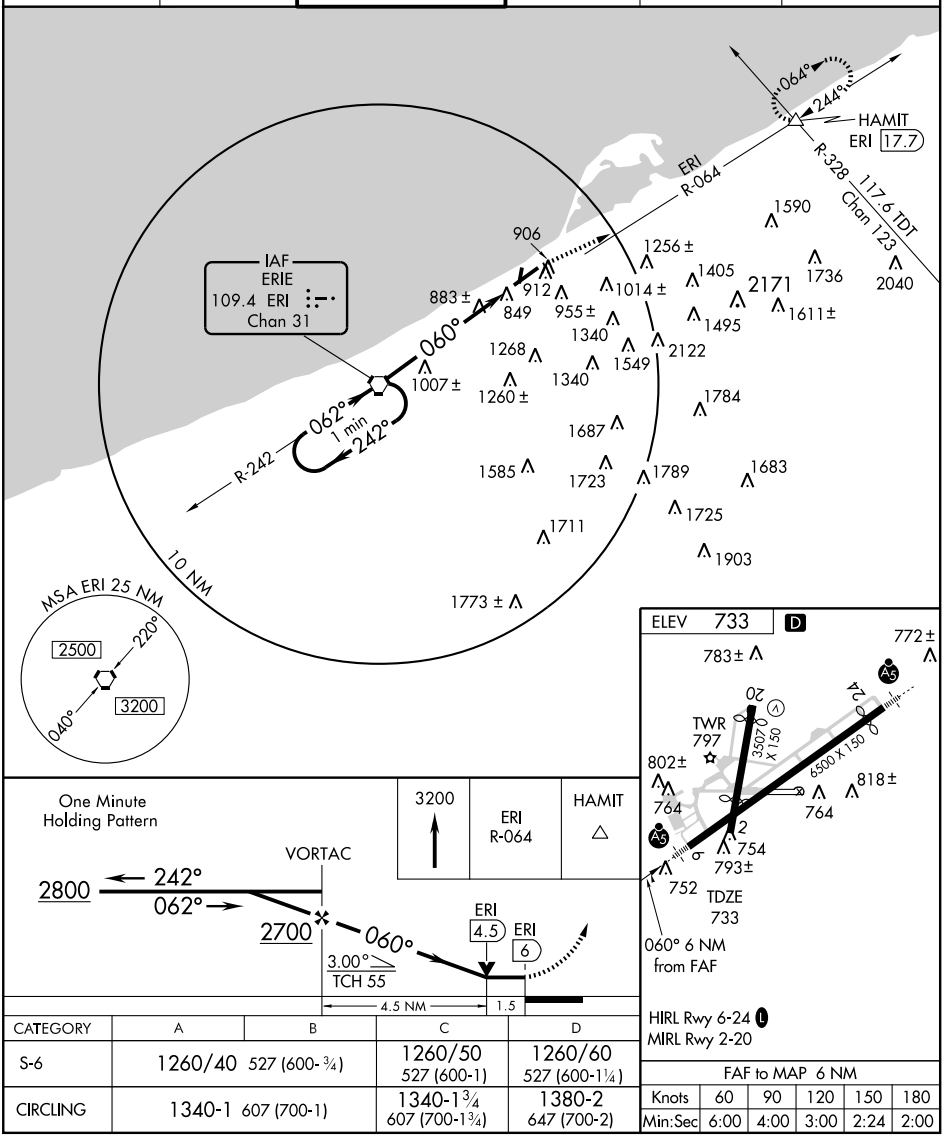
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



HIRL Rwy 6-24 L
MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-6	1260/40 527 (600-¾)		1260/50 527 (600-1)	1260/60 527 (600-1¼)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ESSINGTON

PHILADELPHIA SPB (9N2) 1 S UTC−5(−4DT) N39°51.54′ W75°17.98′ **WASHINGTON**

00 TPA—300(300) NOTAM FILE IPT

WATERWAY 11–29: 9100X250 (WATER)

WATERWAY 11: Rgt tfc.

SEAPLANE REMARKS: Attended daylight hours. Call 610–521–7710 prior to arrival. No night operations. Check PHILADELPHIA TAC Chart for landing area. Transient traffic ctc Philadelphia App Con for tfc advisories.

COMMUNICATIONS: CTAF 122.9

EWT 4 HELIPORT (See HONEY GROVE)

FACTORYVILLE

SEAMANS FLD (9N3) 2 N UTC−5(−4DT) N41°35.36′ W75°45.36′ **NEW YORK**

1209 B S4 **FUEL** 100LL TPA—2009(800) NOTAM FILE IPT **L–30K, 33A**

RWY 04–22: H2500X50 (ASPH) LIRL **IAP**

RWY 22: Trees.

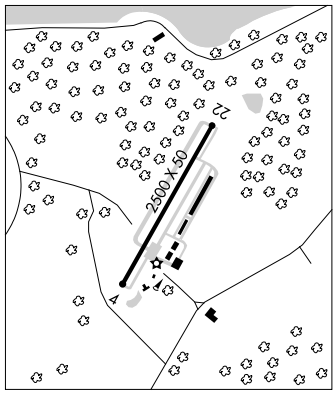
AIRPORT REMARKS: Attended 1300Z‡–dusk. For svc after hrs call 570–945–7943 or 570–419–6879. Mechanic on fld weekdays, on call weekends 570–945–3769.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 309° 14.1 NM to fld. 2320/10W. **HIWAS.**



FAIRFIELD

MID ATLANTIC SOARING CENTER (W73) 2 SE UTC−5(−4DT) N39°45.42′ W77°21.08′ **WASHINGTON**

573 TPA—1373(800) NOTAM FILE IPT

RWY 15–33: H2700X50 (ASPH) S–12.5, D–12.5

RWY 15: Brush. **RWY 33:** Thld dsplcd 900′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Sat–Sun dalgt hours. Arpt CLOSED except PPR 717–432–0856/703–335–6778 when P–40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Rwy 15 not marked. Southern portion of Rwy 33 cracking, rutting.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: MULTICOM 123.3 weekends and holidays.

FARMERS PRIDE (See FREDERICKSBURG)

FINLEYVILLE AIRPARK (GØ5) 1 SW UTC−5(−4DT) N40°14.75′ W80°00.74′ **DETROIT**

1240 B **FUEL** 100LL TPA—See Remarks NOTAM FILE AOO

RWY 14–32: H2505X50 (ASPH) LIRL

RWY 32: Trees.

AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and in vicinity of rwy. Terrain falls off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32. Rwy 32 thld lgts are dsplcd approximately 875′. Rwy 32 runway markings are not dsplcd. Transient pilots advised to check rwy condition prior to use during winter months. Ultralights avoid overflying houses NE of arpt. Helicopters follow fixed wing tfc pattern. Rwy 14–32 ultralights fly rgt tfc. TPA ultralights 1740(500). Arpt bcn ops dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL and rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

FLYING DOLLAR (See CANADENSIS)

FLYING M RANCH (See GERMANSVILLE)

FORT INDIANTOWN GAP (See MUIR AAF)

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

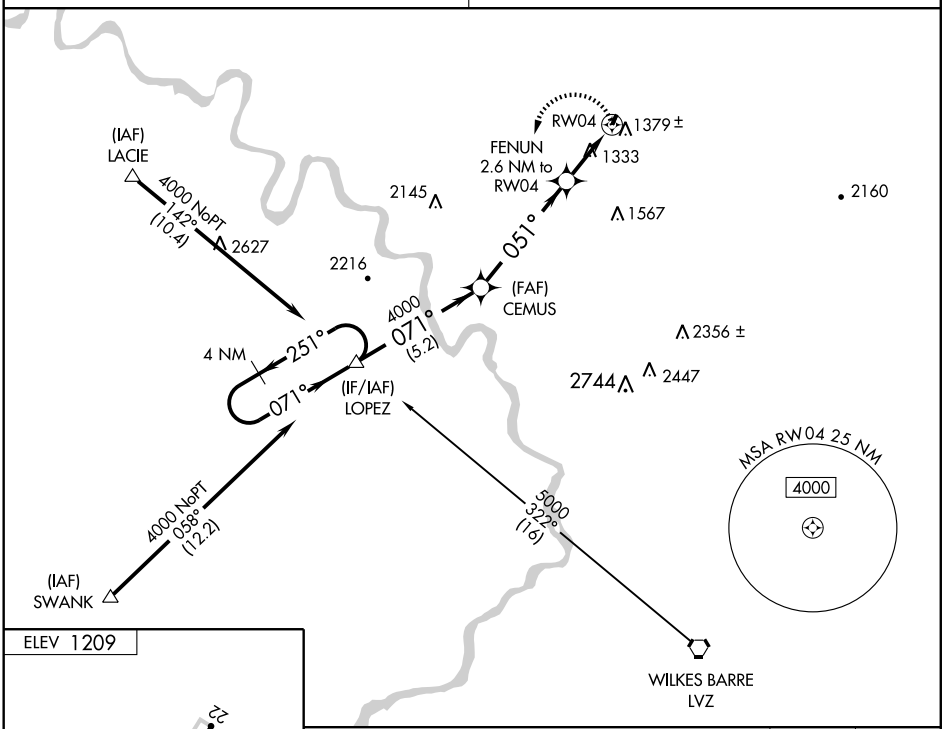
RNAV (GPS) RWY 4

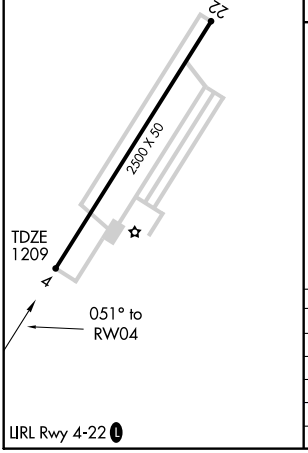
FACTORYVILLE/ SEAMANS FIELD (9N3)

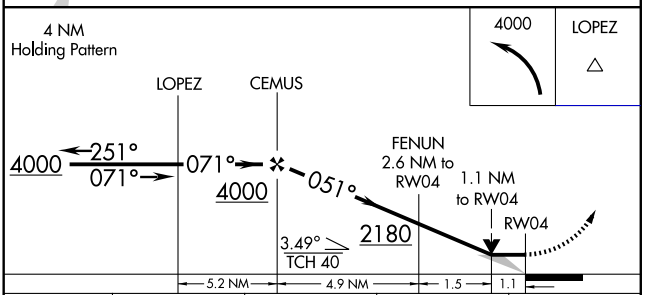
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON	UNICOM
124.5 256.7	122.7 (CTAF) L





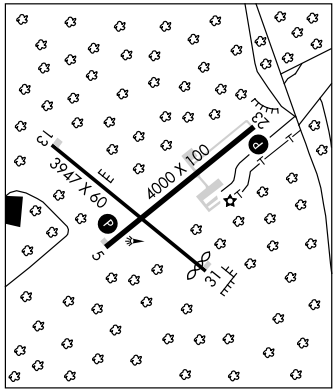


CATEGORY	A	B	C	D
LNAV MDA	1640-1	431 (500-1)	NA	
CIRCLING	1720-1	511 (600-1)	NA	
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1720-1	511 (600-1)	NA	
CIRCLING	1800-1	591 (600-1)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ **NEW YORK**
1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO **L–30K, 33A, 34H**
RWY 05–23: H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE **IAP**
RWY 05: REIL. PAPI(P2L). Trees.
RWY 23: REIL. PAPI(P2L). Road.
RWY 13–31: H3947X60 (ASH) S–10 MIRL
RWY 13: REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.
AIRPORT REMARKS: Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.
WEATHER DATA SOURCES: ASOS 120.275 (570) 839–1584.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.7 (1300Z‡–dusk)
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) **NEW YORK**
N40°26.11′ W76°34.12′ **L–30J, 34G, A**
488 B TPA–See Remarks NOTAM FILE IPT Not insp. **DIAP**
RWY 07–25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E
RWY 07: Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.
MILITARY REMARKS: Opr Jun–Aug Mon–Fri 1200–0500Z‡, Sep–May Mon–Fri 1300–0500Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.
WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. DSN 491–6493.
COMMUNICATIONS: CTAF 126.2
Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45
TOWER 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)
GND CON 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9
AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
BELLGROVE NDB (MHW) BZJ 328 N40°26.16′ W76°33.18′ at fld.

COPTER NDB Y-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

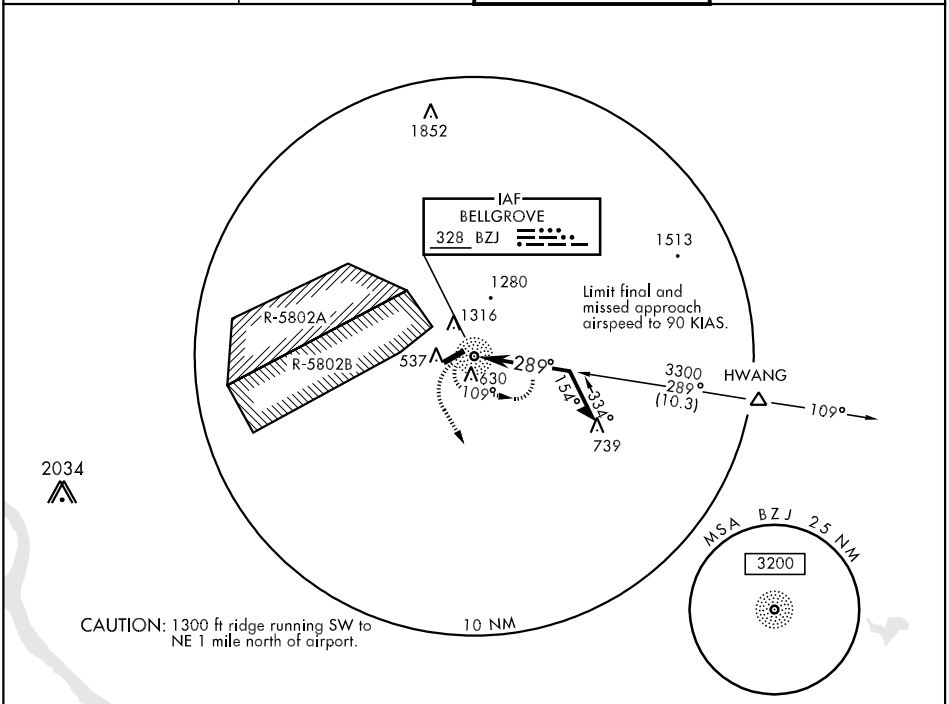
AL-6422 [USA]

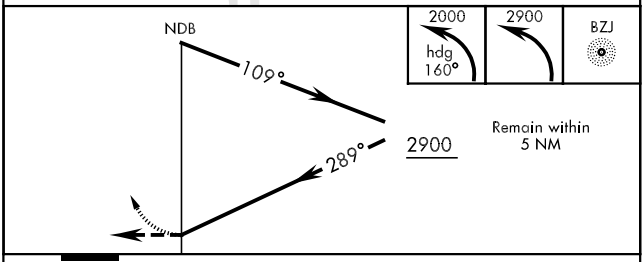
MUIR AAF (KMUI)

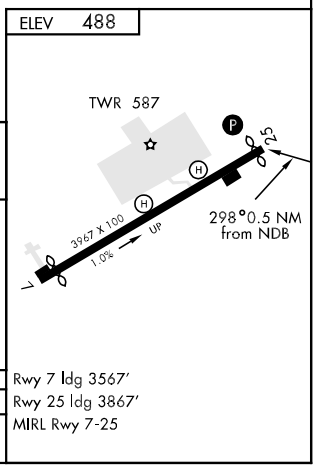
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) L 241.0	121.625 265.6







CATEGORY	COPTER
H-289°	1040- ¾ 501 (600-¾)

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COPTER NDB Z-289°

NDB BZJ	APCH CRS	Rwy Idg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

MUIR AAF (KMUI)

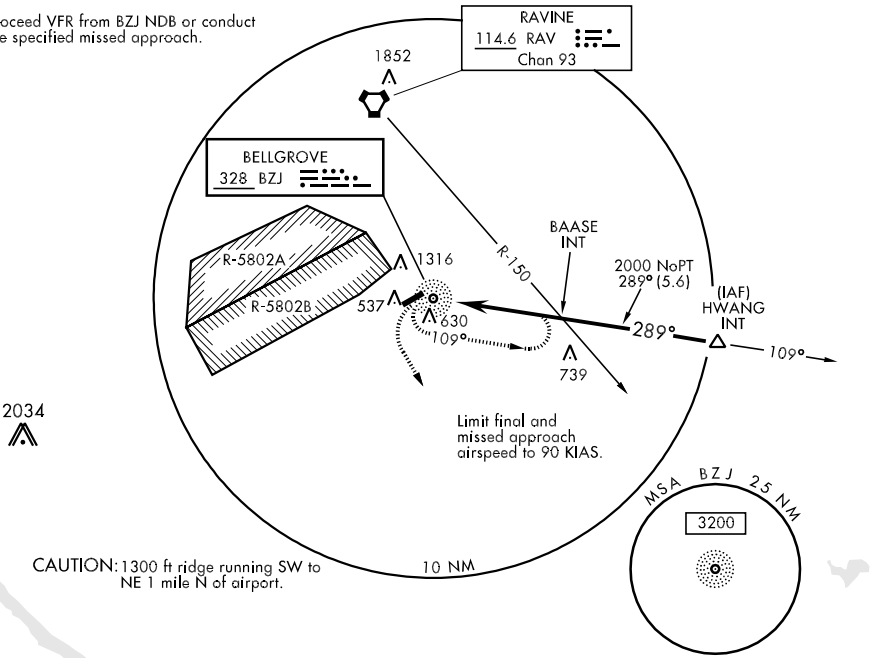
VOR receiver required for this approach.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

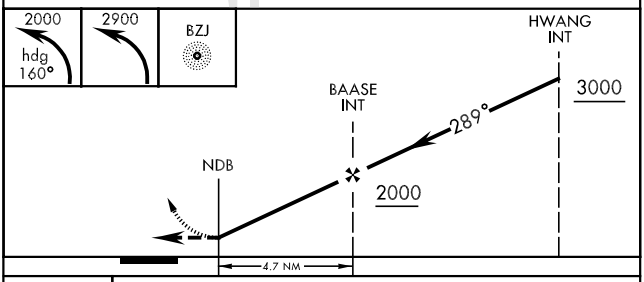
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

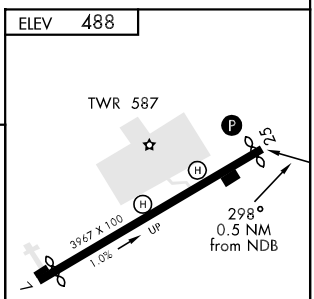
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.







CATEGORY	A		
H-289°	1000-¾	461	(500-¾)

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	3867
278°	TDZE	488
	Arpt Elev	488

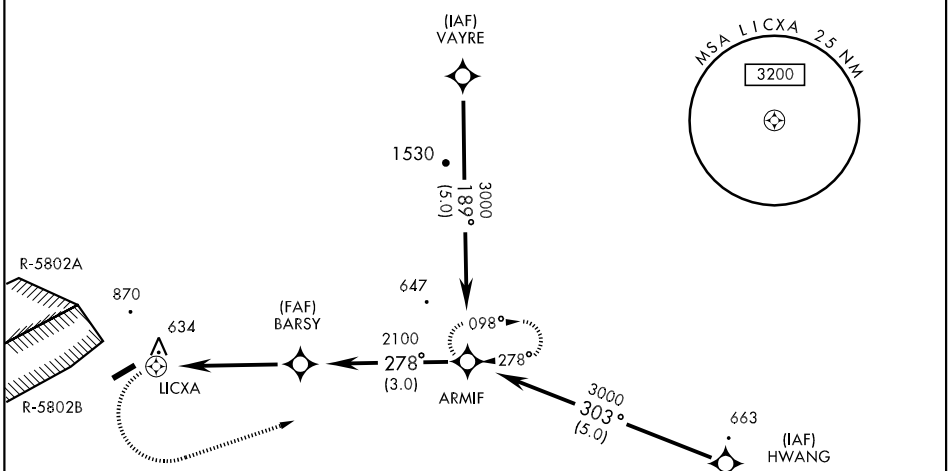
AL-6422 [USA]

MUIR AAF (KMUI)

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
DME/DME RNP-0.3 NA.

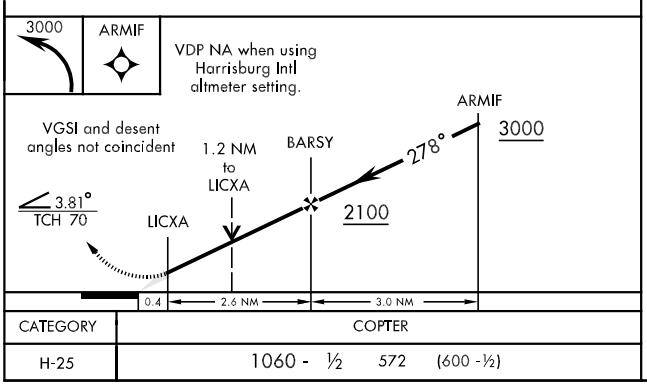
MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

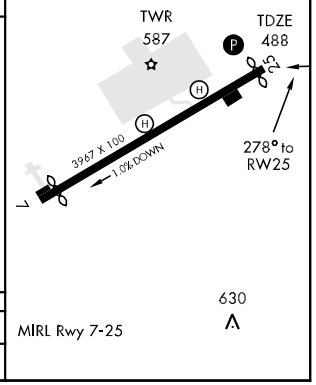
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6



Limit final and missed approach airspeed to 90 KIAS.

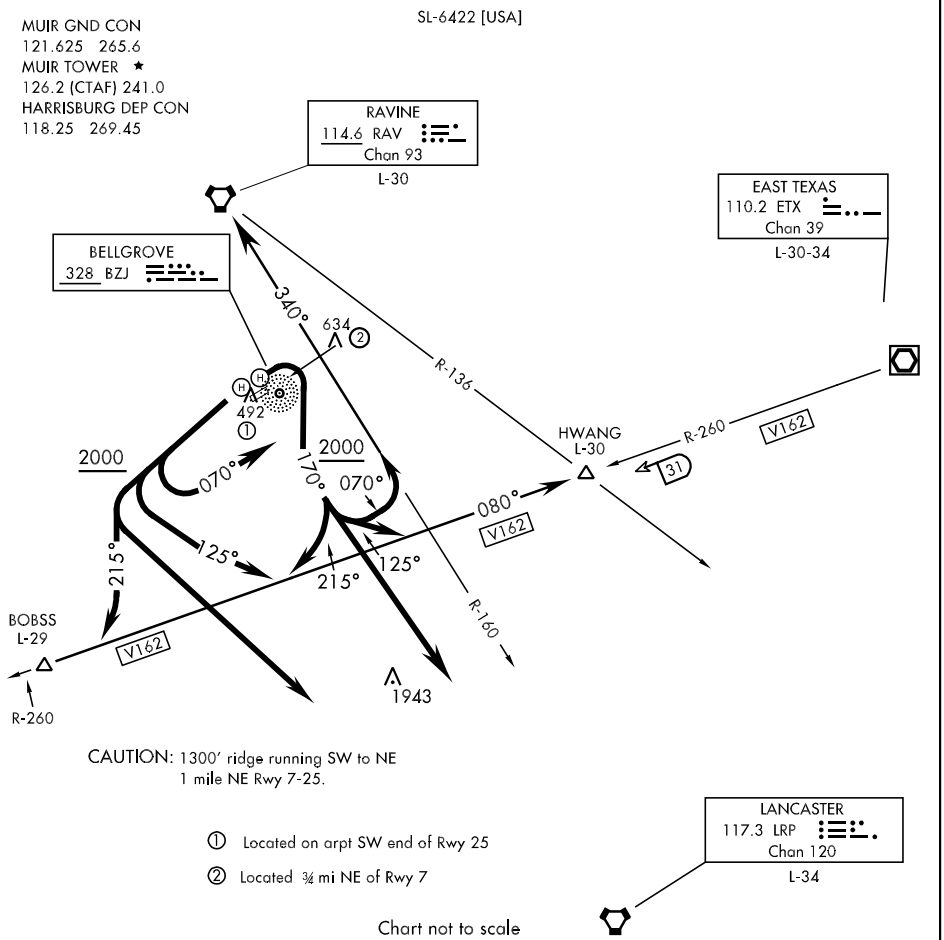
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.





CATEGORY	COPTER
H-25	1060 - ½ 572 (600 -½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

NE-4, 21 OCT 2010 to 18 NOV 2010

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

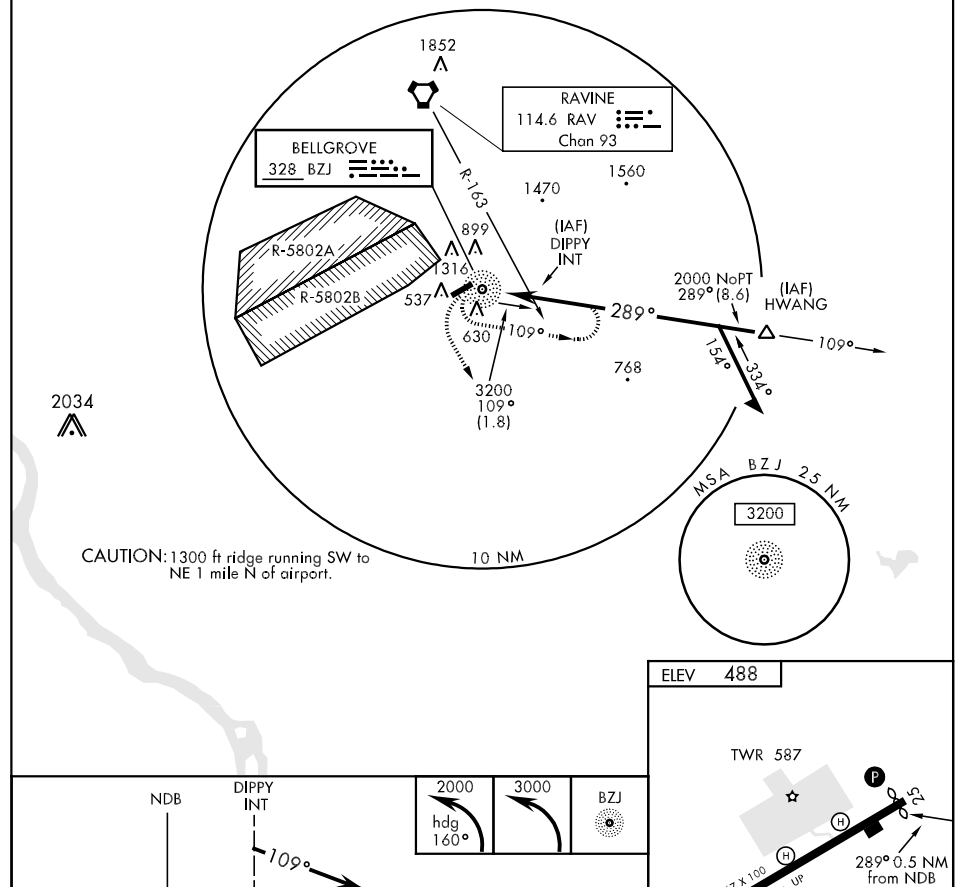
MUIR AAF (KMUI)

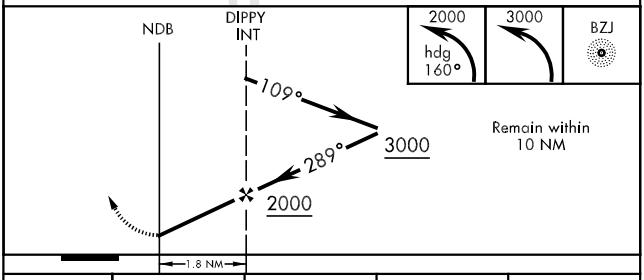
* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.





CATEGORY	A	B	C	D
CIRCLING *	1420-1 ¼	932 (1000-1 ¼)	N/A	

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

630

APCH CRS	Rwy Idg	N/A
054°	TDZE	N/A
	Arpt Elev	488

AL-6422 [USA]

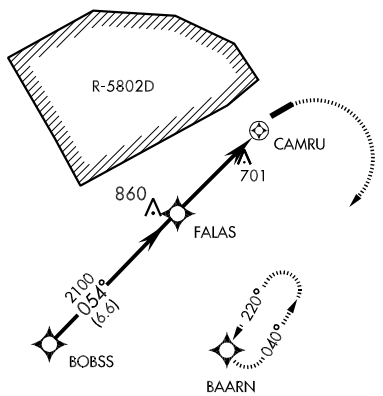
MUIR AAF (KMUI)

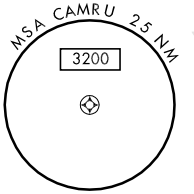
DME/DME RNP-0.3 NA.

* Circling N/A N of RWY 7/25.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

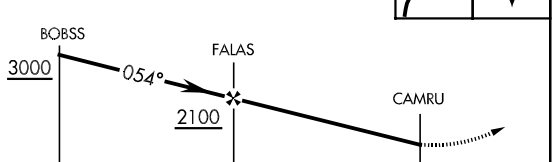
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) L 241.0	121.625 265.6



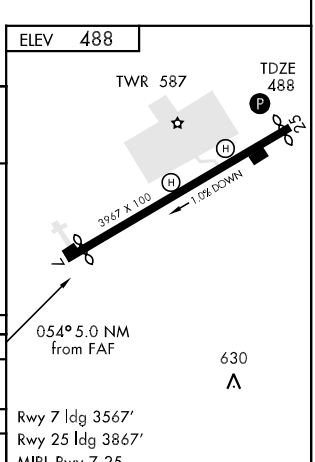


RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING *	1100-1 612 (700-1)		1100-1¾ 612 (700-1¾)	NA
HARRISBURG, PA ALTIMETER SETTING MINIMA				
CIRCLING *	1180-1 692 (700-1)		1180-1¾ 692 (700-1¾)	NA



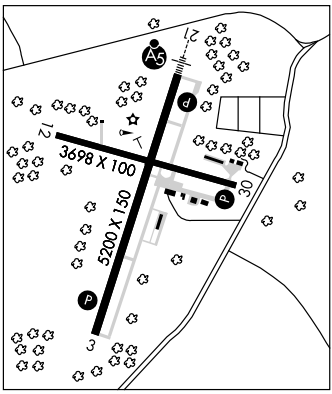
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

FRANKLIN N41°26.32′ W79°51.41′ NOTAM FILE FKL. **DETROIT**
(L) VOR 109.6 FKL 189° 3.7 NM to Venango Rgnl. **HIWAS.** **H–10H, L–30H**
RCO 122.1R 109.6T (ALTOONA RADIO)

FRANKLIN

VENANGO RGNL (FKL) 2 SW UTC−5(−4DT) N41°22.67′ W79°51.62′ **DETROIT**
1540 B S4 **FUEL** 100LL, JET A CLASS II, ARFF Index A NOTAM FILE FKL **H–10H, L–30H**
RWY 03–21: H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89 HIRL **IAP**
RWY 03: PAPI (P4L)–GA 3.0° TCH 45′. Building.
RWY 21: MALSR PAPI (P4L)–GA 3.0° TCH 57′. Pole.
RWY 12–30: H3698X100 (ASPH) S–67, D–105, 2S–133 MIRL
RWY 12: Trees. **RWY 30:** PAPI (P4L)–GA 3.0° TCH 40′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 12: TORA–3698 TODA–3698 ASDA–3698 LDA–5200
RWY 21: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 30: TORA–3698 TODA–3698 ASDA–3698 LDA–5200
AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡, Sat 1100–0300Z‡, Sun 1200–0400Z‡. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 814–432–5333. Deer and birds on and in vicinity of arpt. ACTIVATE HIRL Rwy 03–21, MALSR Rwy 21 and MIRL Rwy 12–30 and twy lgts, and PAPI Rwys 03 and 21 and 30—CTAF. Landing fee for acft over 6000 lbs gross weight.
WEATHER DATA SOURCES: AWOS–3 118.175 (814) 437–2066.
HIWAS 109.6 FKL.
COMMUNICATIONS: CTAF/UNICOM 122.7
FRANKLIN RCO 122.1R 109.6T (ALTOONA RADIO)
Ⓡ **YOUNGSTOWN APP CON** 126.25 (1100–0500Z‡)
Ⓡ **YOUNGSTOWN DEP CON** 133.95 **CLNC DEL** 126.25
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
AIRSPACE: CLASS E svc Mon–Fri 1030–0330Z‡, Sat 1030–1430Z‡, Sun 2330–0330Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 313° 22.9 NM to fld. 1520/06W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 189° 3.7 NM to fld. NOTAM FILE FKL. **HIWAS.**
ILS 110.5 I–FKL Rwy 21. Class IB. ILS unmonitored Sat 0100Z‡–Sun 1200Z‡.



FRANKLIN CO RGNL (See CHAMBERSBURG)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 W UTC−5(−4DT) N40°26.57′ W76°26.50′ **NEW YORK**
495 B **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 3410X150 (TURF) LIRL (NSTD)
RWY 10: Thld dsplcd 504′. Trees. **RWY 28:** Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. Only fuel avbl to transient acft is emergency fuel. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF. Rwy 10–28 turf rwy marked by orange tires/lgts. Rwy 28 dsplcd thlds marked by 6 split red/green lgts. Thld lgts Rwy 10 NSTD due to placement. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF.
COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.8

FREEPORT

Mc VILLE (P37) 6 NE UTC−5(−4DT) N40°44.00′ W79°35.99′ **DETROIT**
1090 B S4 **FUEL** 100LL NOTAM FILE AOO
RWY 18–36: 2900X132 (TURF)
RWY 18: Thld dsplcd 1050′. Pole. **RWY 36:** Trees.
RWY 03–21: 2425X160 (TURF) LIRL (NSTD)
RWY 03: Road. **RWY 21:** Brush.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt CLOSED indef. Rwy 18–36 CLOSED indef. Deer and Woodchuck on and invof arpt. Steep drop–off at AER 03. Rwy 18 dsplcd thld marked with red barrels. Rwy 03–21 marked with yellow barrels. Rwy 18–36 marked with yellow barrels. Rwy 03–21 NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03–21 and rotating bcn–123.0.
COMMUNICATIONS: CTAF/UNICOM 123.0

LOC I-FKL	APP CRS	Rwy Idg	5200
110.5	207°	TDZE	1540
		Apt Elev	1540

ILS or LOC RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

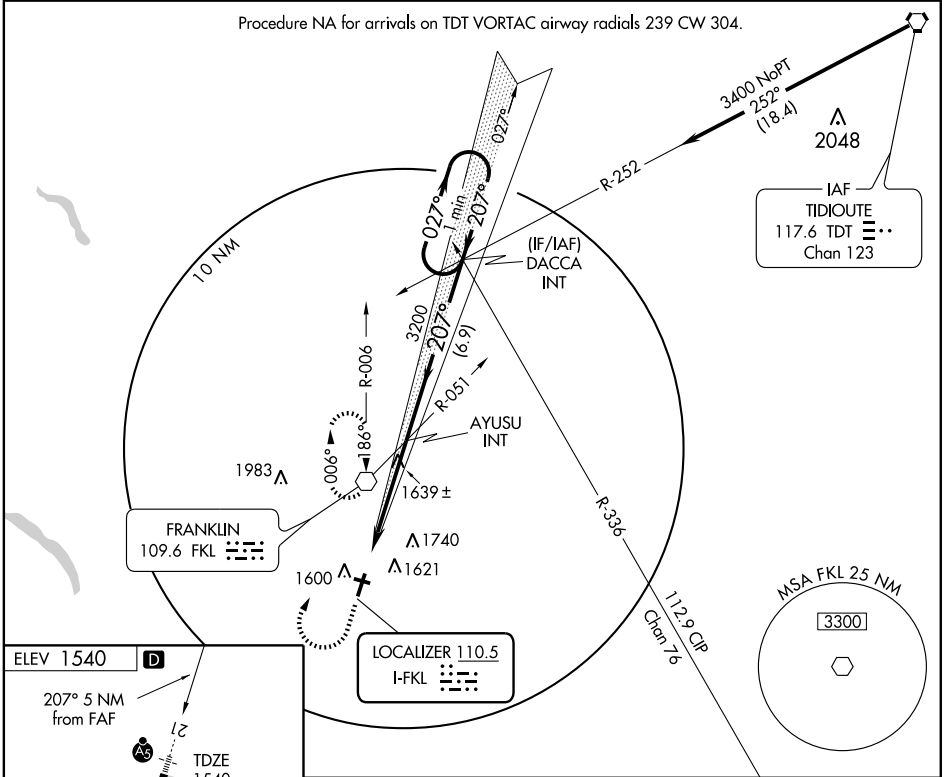
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

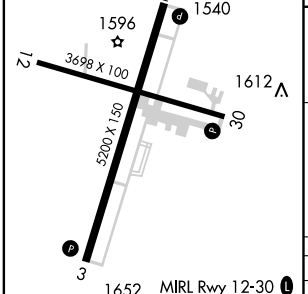
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

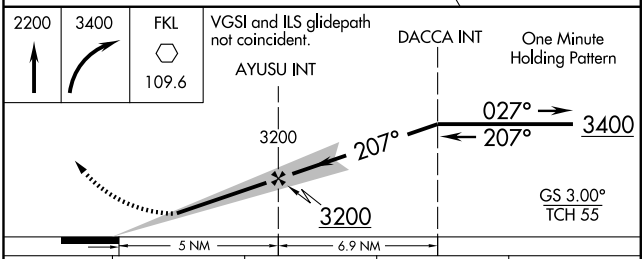
AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS-21	1740-½ 200 (200-½)			
S-LOC-21	1900-½ 360 (400-½)			1900-¾ 360 (400-¾)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
027°	Rwy Idg	5200
	TDZE	1540
	Apt Elev	1540

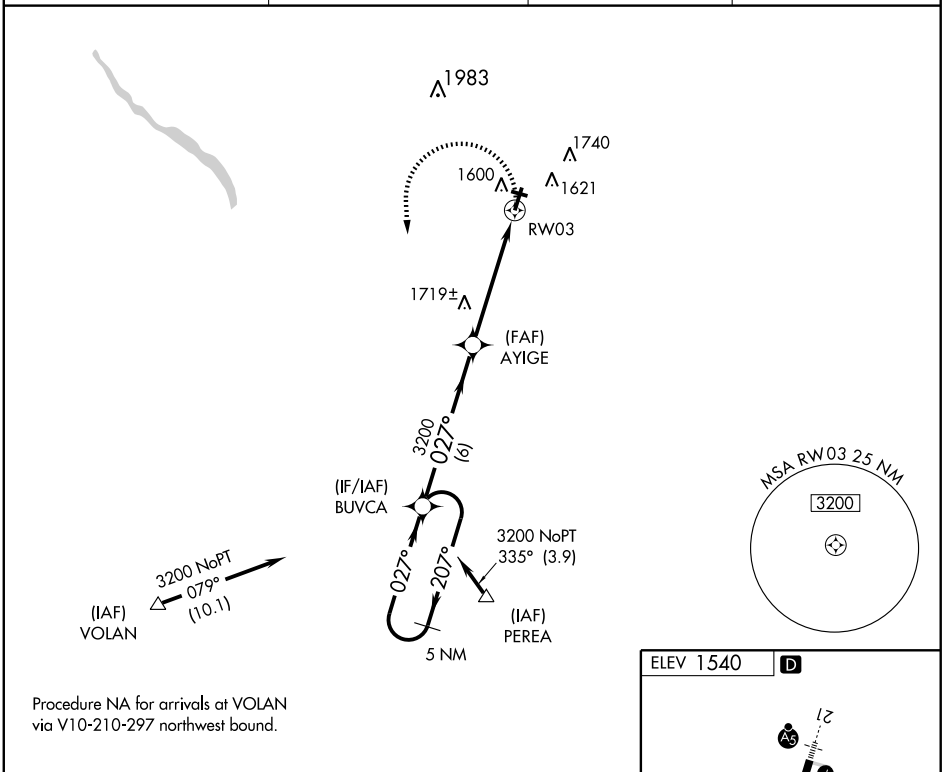
RNAV (GPS) RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

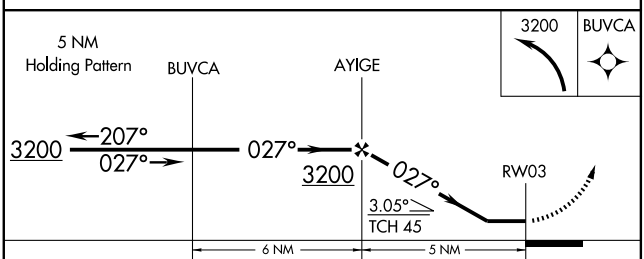
When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

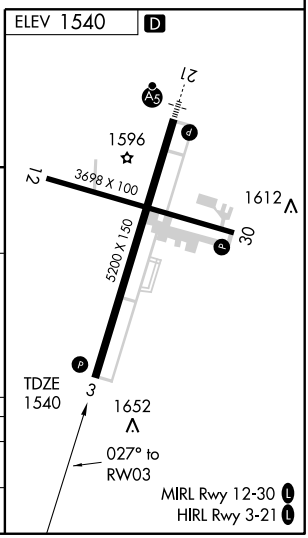
AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L



Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1980-1 440 (500-1)		1980-1¼ 440 (500-1¼)	1980-1½ 440 (500-1½)
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg 5200 / TDZE 1540 / Apt Elev 1540

RNAV (GPS) RWY 21

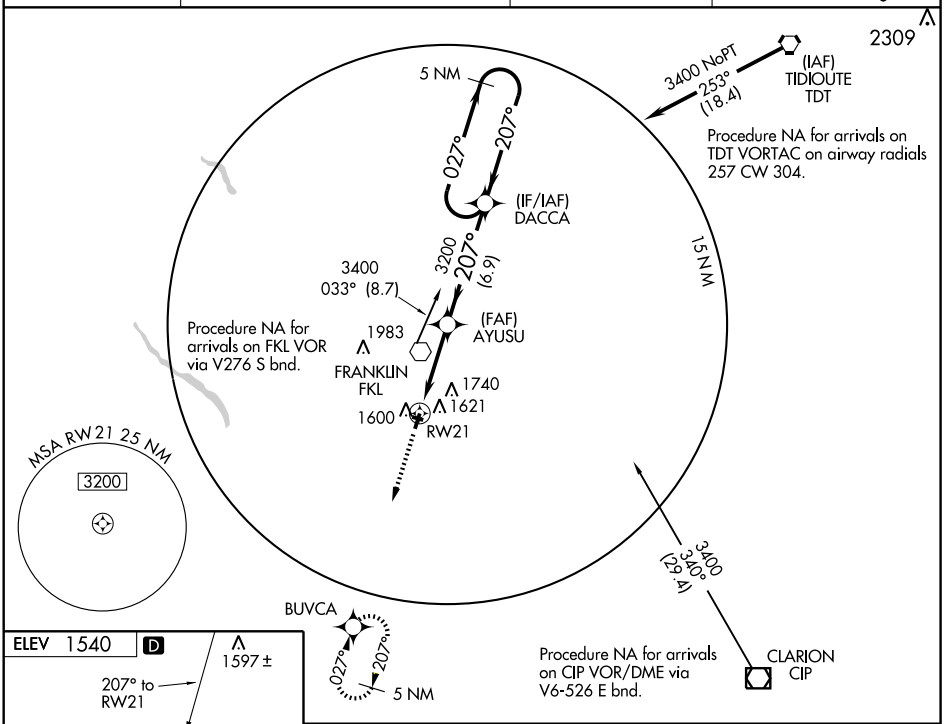
FRANKLIN/ VENANGO RGNL (FKL)

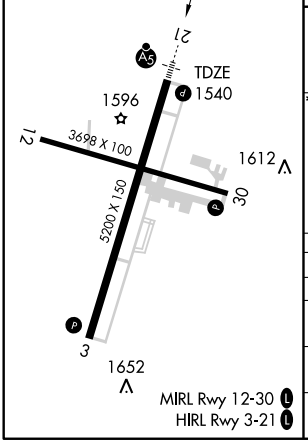
TA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

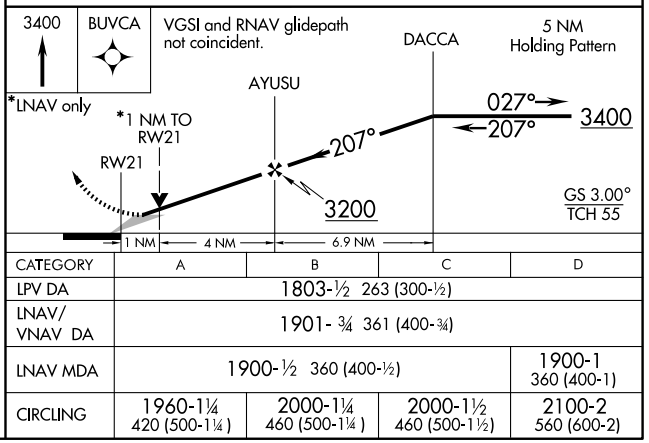
MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1803-½ 263 (300-½)			
LNAV/ VNAV DA	1901- ¾ 361 (400-¾)			
LNAV MDA	1900-½ 360 (400-½)			1900-1 360 (400-1)
CIRCLING	1960-1¼ 420 (500-1¼)	2000-1¼ 460 (500-1¼)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	010°	TDZE	1540
		Apt Elev	1540

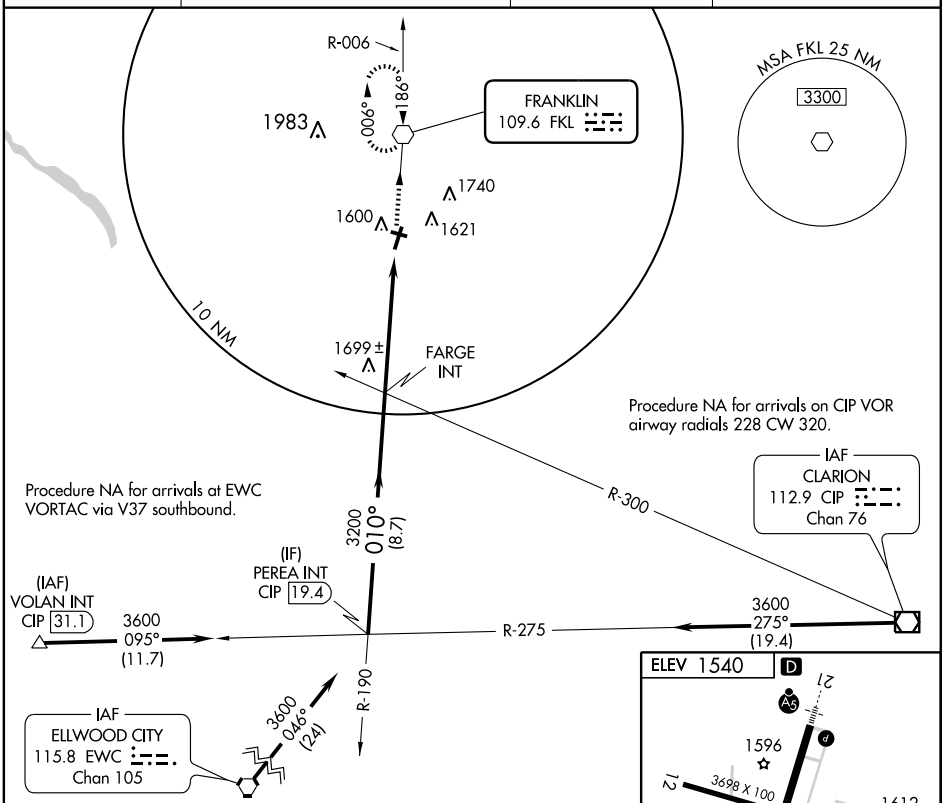
VOR RWY 3

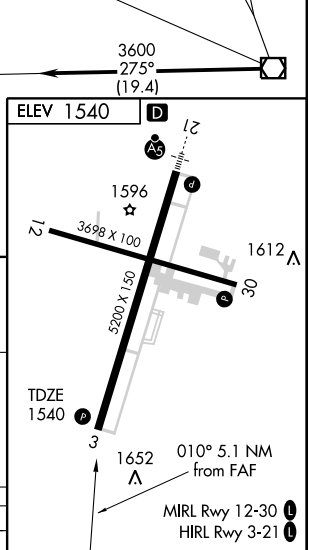
FRANKLIN/ VENANGO RGNL (FKL)

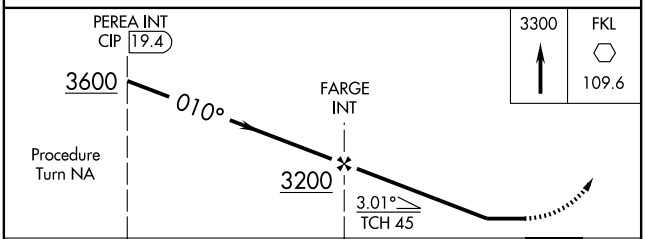
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1960-1 420 (500-1)		1960-1¼ 420 (500-1¼)	
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	187°	TDZE	1540
		Apt Elev	1540

VOR RWY 21

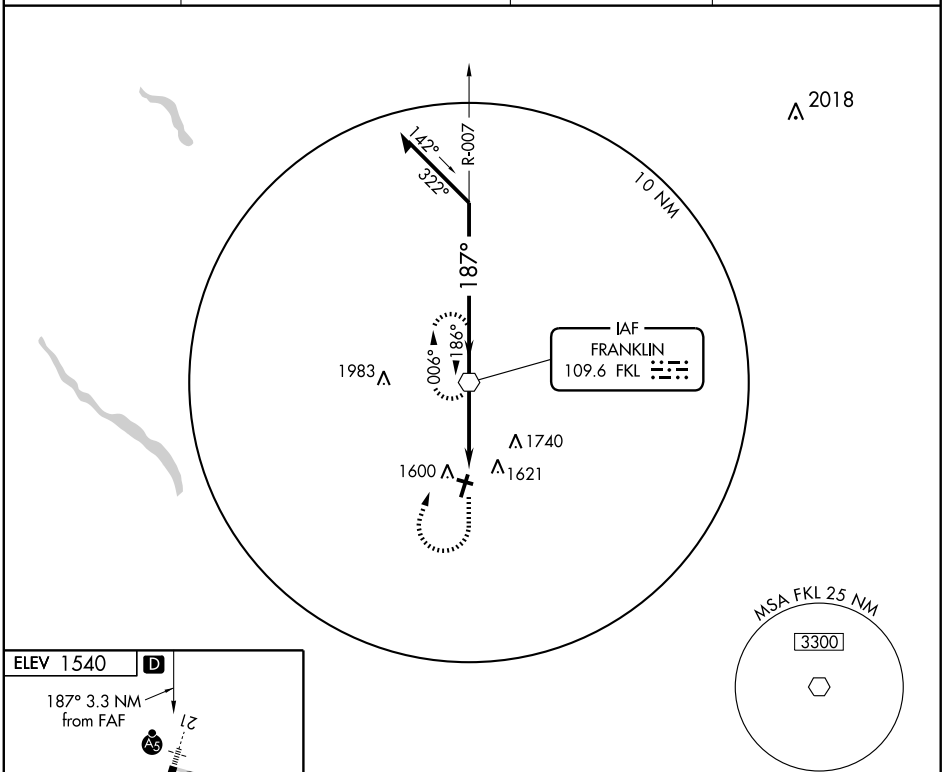
FRANKLIN/ VENANGO RGNL (FKL)

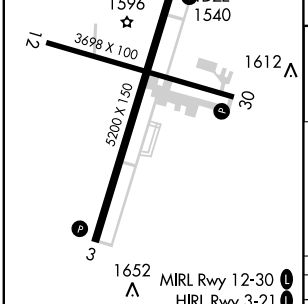
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

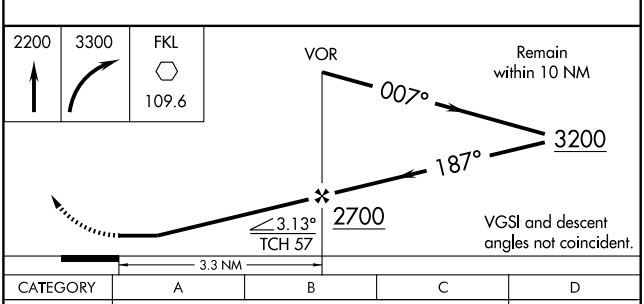
MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-21	1900-1 360 (400-1)			1900-1¼ 360 (400-1¼)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

RWY 08–26: 2370X100 (TURF)

RWY 08: Pline. **RWY 26:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

GETTYSBURG

GETTYSBURG RGNL (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

RWY 06–24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

RWY 15–33: H2703X75 (ASPH) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

RWY 05–23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

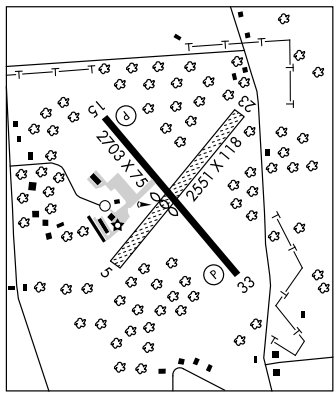
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**



GRIMES (See BETHEL)

APP CRS	Rwy Idg	NA
331°	TDZE	NA
	Apt Elev	554

RNAV (GPS)-A

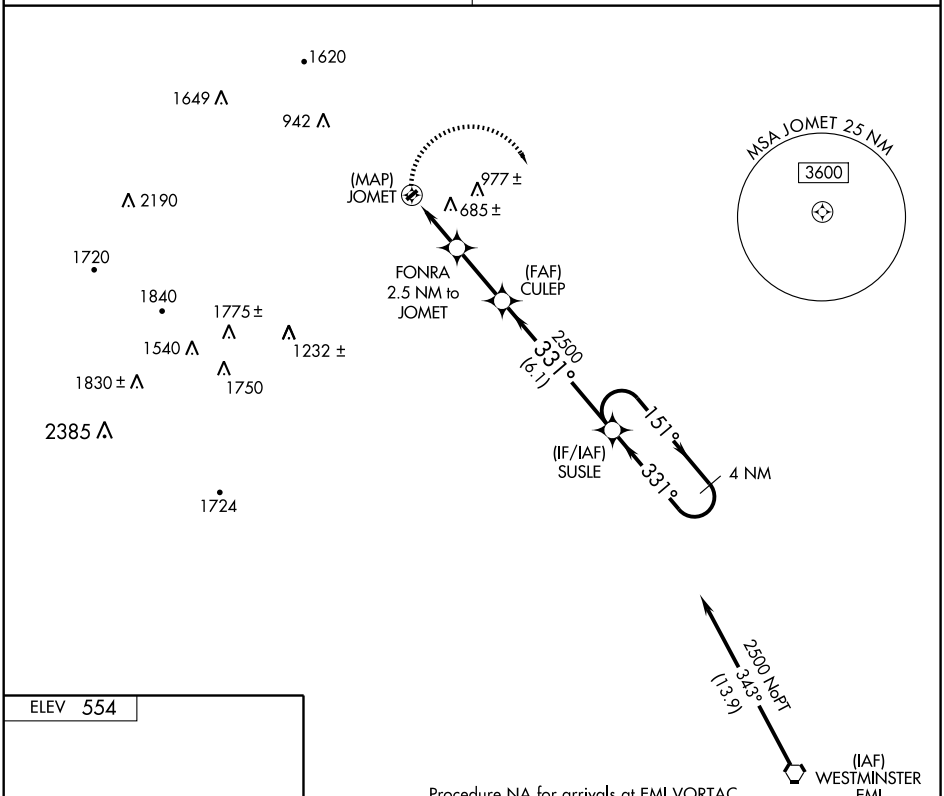
GETTYSBURG RGNL (W05)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Hagerstown, MD. altimeter setting.

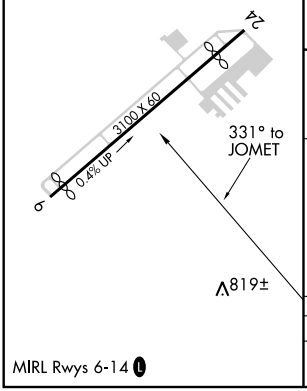
MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.

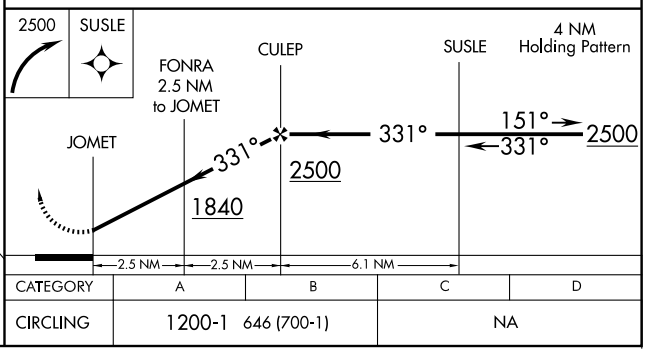
WASHINGTON CENTER	UNICOM
134.15 227.15	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010



Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.





CATEGORY	A	B	C	D
CIRCLING	1200-1 646 (700-1)		NA	

GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

RWY 08–26: 2370X100 (TURF)

RWY 08: Pline. **RWY 26:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

GETTYSBURG

GETTYSBURG RGNL (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

RWY 06–24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

RWY 15–33: H2703X75 (ASPH) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

RWY 05–23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

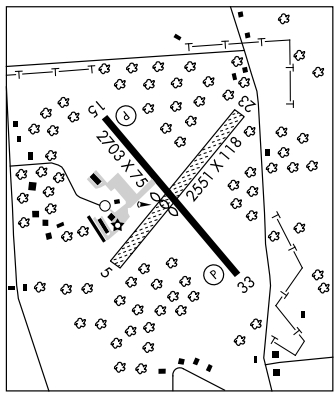
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**



GRIMES (See BETHEL)

VORTAC YNG 109.0 Chan 27	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 1202

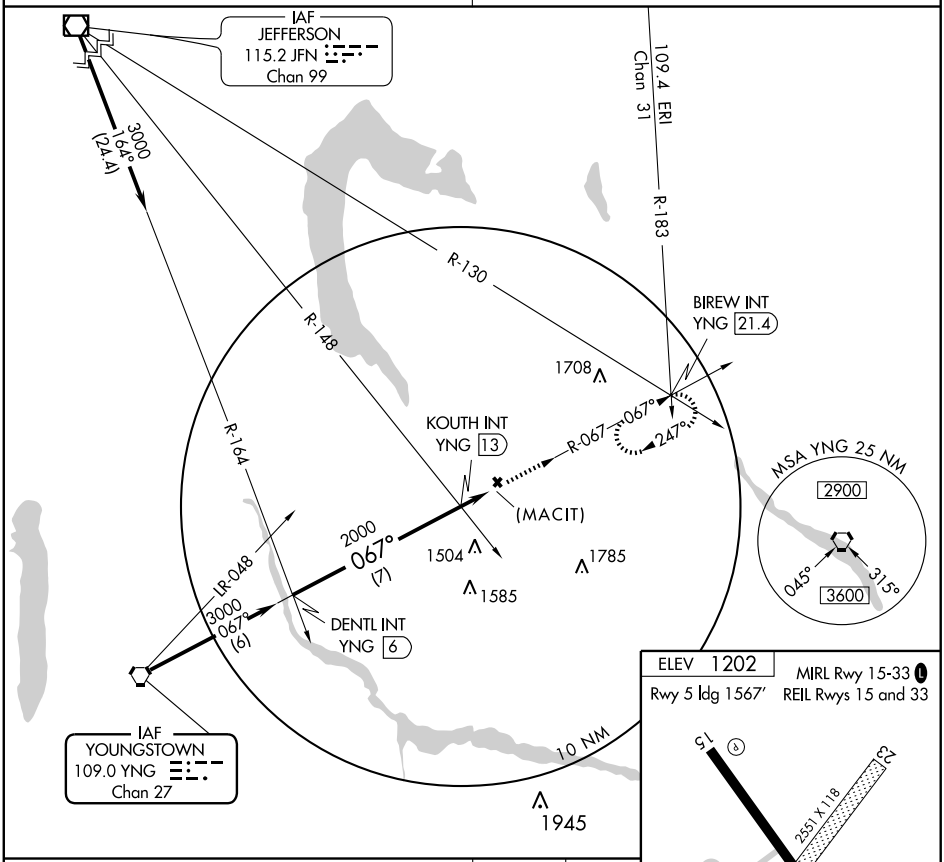
VOR or GPS-A
GREENVILLE MUNI (4G1)

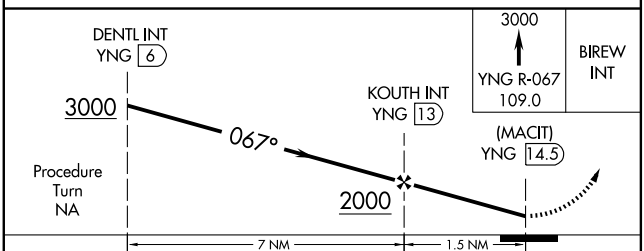
NA Use Youngstown altimeter setting.

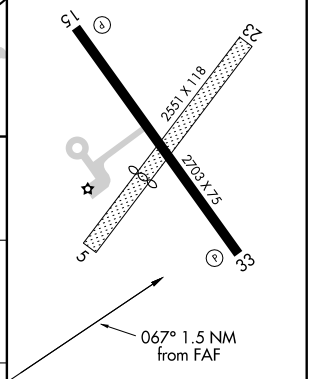
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★ 133.95 322.3

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1720-1	523 (600-1)	NA	NA

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GROVE CITY (29D) 3 W UTC−5(−4DT) N41°08.76′ W80°10.07′

DETROIT
L–30H
IAP

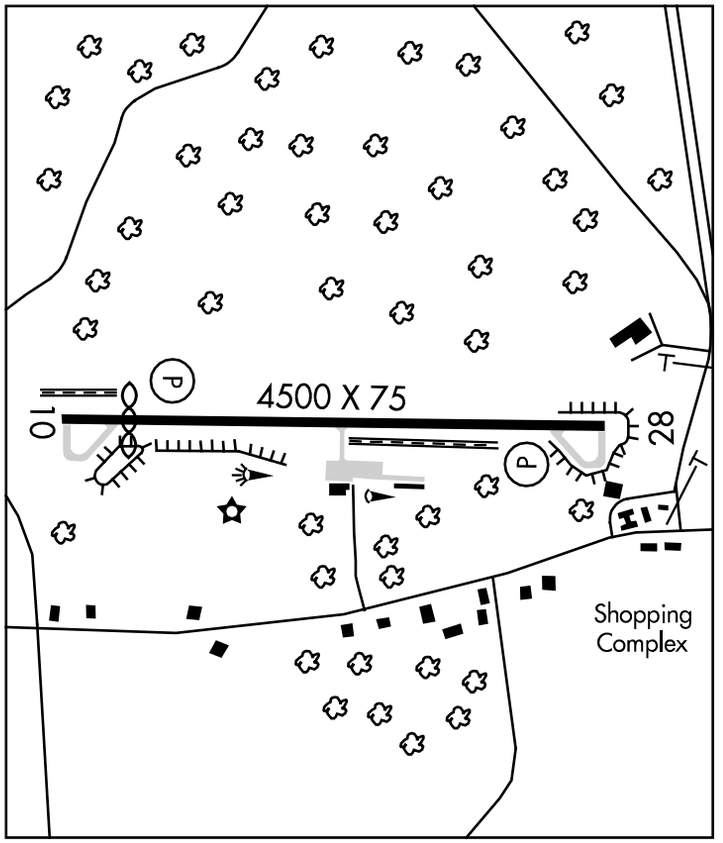
1371 B **FUEL** 100LL, JET A NOTAM FILE AOO

RWY 10–28: H4500X75 (ASPH) S–12.5 MIRL 1.2% up W

RWY 10: REIL. PAPI(P2L). Thld dsplcd 590′. Tree.

RWY 28: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Sun 1700–2200‡. CLOSED Thanksgiving, Christmas and New Years Day. Parachute Jumping. Avoid overflying fld during dalgt VFR because of parachute jumping activity NW corner of fld. Deer and geese on and invof arpt. Drainage ravine 15 ft deep located in safety area north of Rwy 10. Rwy 10 PAPI OTS indef. ACTIVATE MIRL Rwy 10–28–CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 014° 19.4 NM to fld. 1227/08W.

HANOVER (6W6) 1 W UTC−5(−4DT) N39°47.56′ W77°01.48′

WASHINGTON

560 NOTAM FILE IPT

RWY 09–27: 2550X100 (TURF)

RWY 09: Tree. **RWY 27:** Road.

AIRPORT REMARKS: Attended irregularly. Rwy 09–27 CLOSED for touch and go ldgs. Crosswind rwy clsd to public. Major airframe repairs avbl. Rwy 09–27 marked with yellow barrels.

COMMUNICATIONS: CTAF 122.9

HARRISBURG

(L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to Carlisle. 1301/10W. NOTAM FILE CXY

DETROIT
H–10H, L–29E, A

VOR unusable:

146°–168° byd 20 NM blo 7000′

RCO 122.4 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 112.5T (WILLIAMSPORT RADIO)

RNAV (GPS) RWY 10

GROVE CITY (29D)

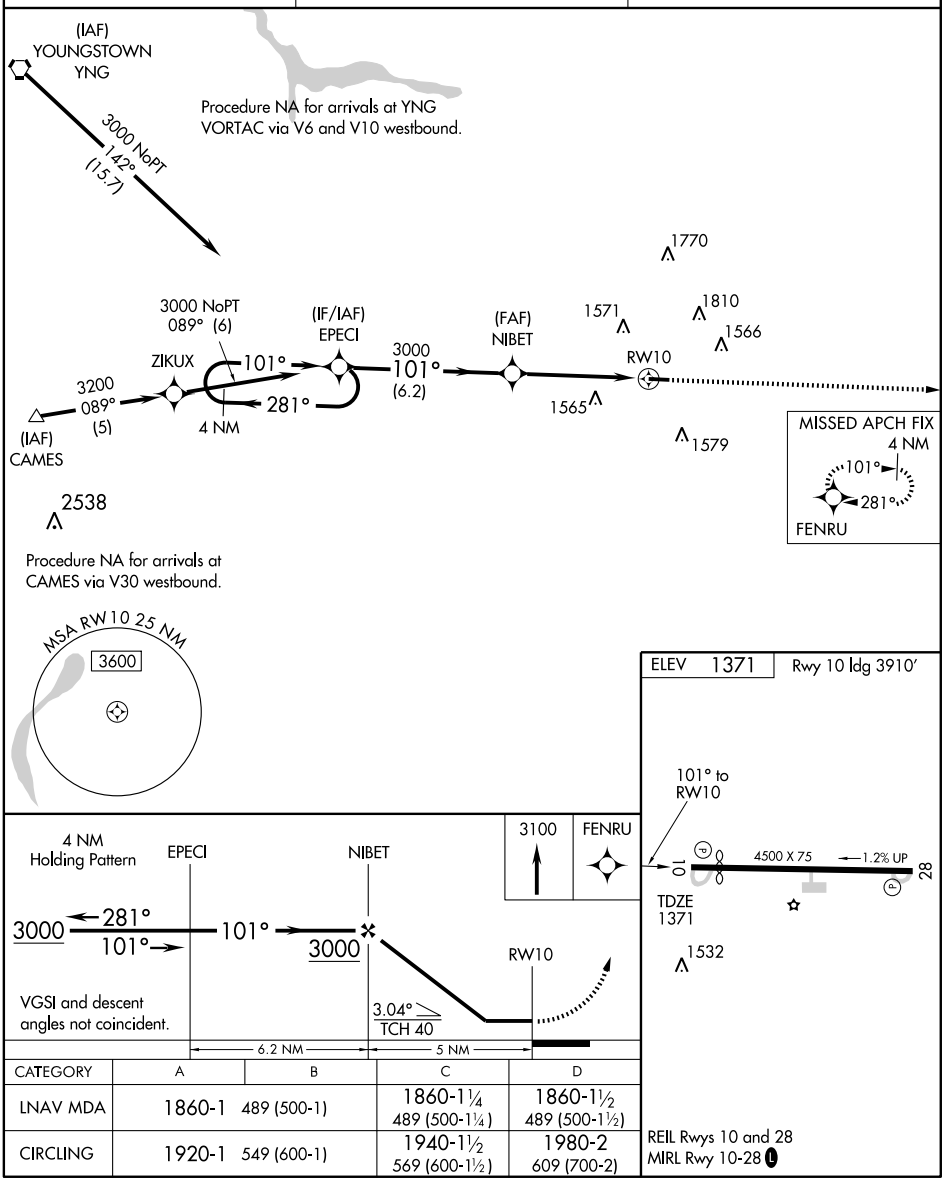
APP CRS	Rwy Idg	3910
101°	TDZE	1371
	Apt Elev	1371

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	489 (500-1)	1860-1¼ 489 (500-1¼)	1860-1½ 489 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

GROVE CITY (29D)

APP CRS	Rwy ldg	4500
281°	TDZE	1350
	Apt Elev	1371

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON ★	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L

Procedure NA for arrivals at FKL VOR via V115 northeast bound.

(IAF) FRANKLIN FKL

3100 NoPT 196° (18.2)

1937

MISSED APCH FIX EPECI 101° 281° 4 NM

1770 1571 1810 1566 1476± 1565 1579

(FAF) TAPPS

RW28

3100 281° (6.1)

(IF/IAF) FENRU

4 NM 101° 281°

Procedure NA for arrivals at CIP VOR/DME via V6 and V30 eastbound.

(IAF) CLARION CIP

3100 NoPT 278° (20.3)

MSA RW 28 25 NM 3600

3100 NoPT 325° (14.9)

(IAF) EARED

Procedure NA for arrivals at EARED via V10-210-297 southeast bound.

ELEV 1371 Rwy 10 ldg 3910′

281° to RW28

10 28 4500 X 75 1.2% UP TDZE 1350

1532

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

3000 EPECI

TAPPS FENRU 4 NM Holding Pattern

281° 3100 101° 281° 3100

RW28 3.05° TCH 56

5.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1860-1	510 (500-1)	1860-1½	510 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

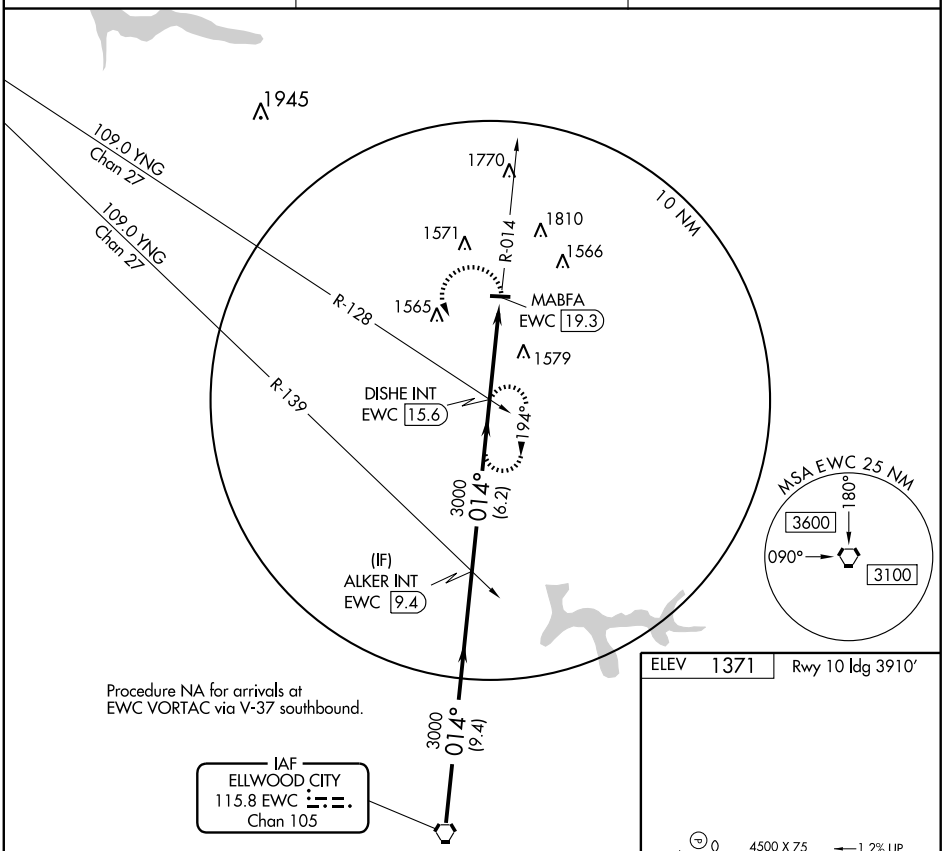
VORTAC EWC 115.8 Chan 105	APP CRS 014°	Rwy Idg N/A TDZE N/A Apt Elev 1371

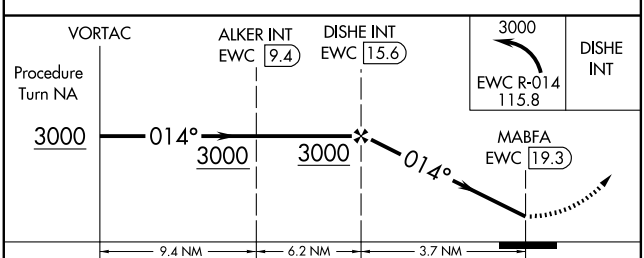
VOR-A
GROVE CITY (29D)

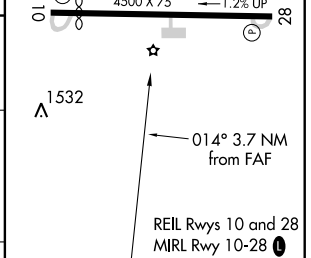
NA — Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

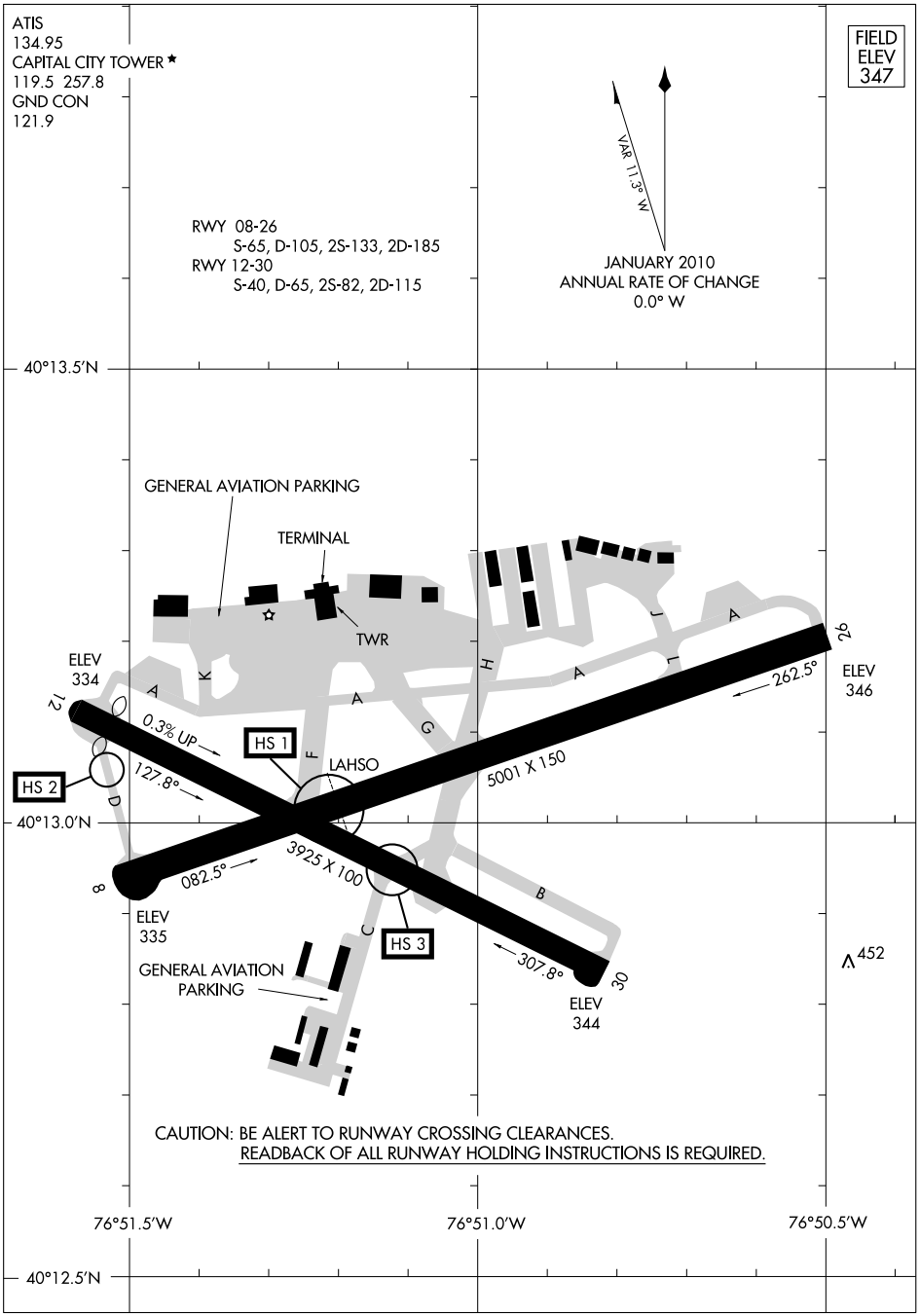
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010



HARRISBURG

CAPITAL CITY (CXY) 3 SE UTC−5(−4DT) N40°13.03′ W76°51.09′

NEW YORK

H–10H, 12J, L–29E, 34G, A

IAP, AD

347 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1500(1153)

NOTAM FILE CXY

RWY 08–26: H5001X150 (ASPH–GRVD) S–65, D–105, 2S–133, 2D–185 HIRL

RWY 08: MALSR. Tree.

RWY 26: VASI(V4L)—GA 3.1° TCH 56′. Pole. Rgt tfc.

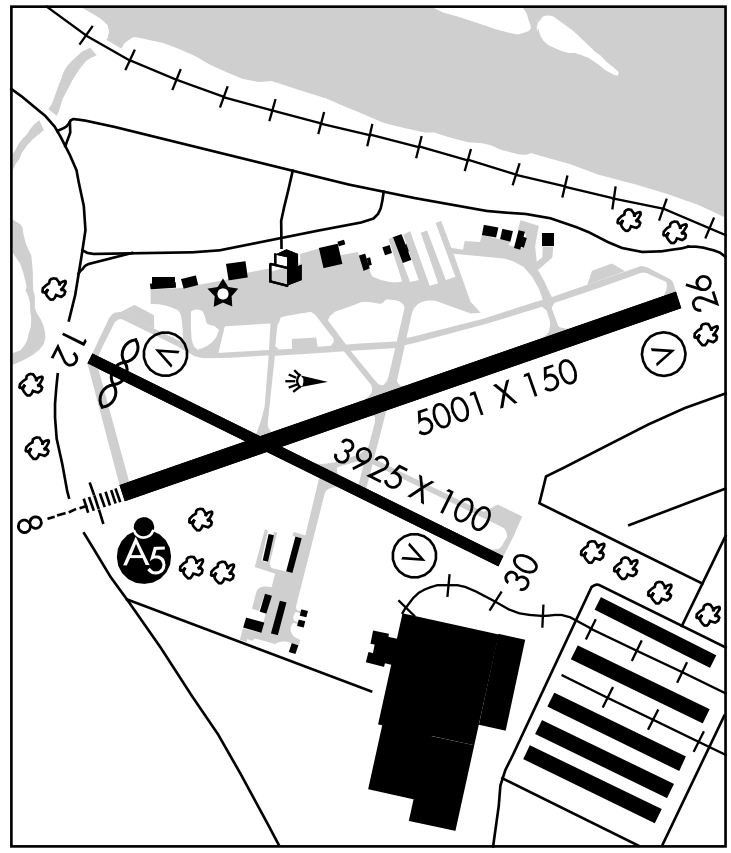
RWY 12–30: H3925X100 (ASPH) S–40, D–65, 2S–82, 2D–115 MIRL 0.3% up SE

RWY 12: REIL. VASI(V4L)—GA 3.9°TCH 62′. Thld dsplcd 147′. Pole. Rgt tfc.

RWY 30: REIL. VASI(V4L)—GA 4.0°TCH 62′. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	12–30	3450



AIRPORT REMARKS: Attended 1100–0400Z‡. PPR for hazardous cargo. Bird flocks on and invof arpt. All rwys—for loads over 100,000 lbs. prior req. Arpt CLOSED to FAR PART 121 acft. When twr clsd HIRL Rwy 08–26 opr low ints. To ACTIVATE higher ints—CTAF. ACTIVATE MIRL Rwy 12–30, MALSR Rwy 08, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (717) 770–0880. LAWRS.

COMMUNICATIONS: CTAF 119.5 **ATIS** 134.95 **UNICOM** 122.95

HARRISBURG RCO 122.4 122.2 (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

TOWER 119.5 (1200–0200Z‡) **GND** 121.9

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.

TRSA svc ctc **APP CON** 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 292° 26.4 NM to fld. 399/09W.

LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.34′ 083° 7.5 NM to fld. Unmonitored when twr clsd.

ILS 109.1 I–CXY Rwy 08. LOM LATLE NDB. Coupled apch not authorized blo 940′. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance thru Harrisburg App Con on frequency 124.1 or via phone 1–800–932–0712.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HARRISBURG, PA		
CAPITAL CITY (CXY)	HS 1	Rwy 26 LAHSO.
	HS 2	Rwy 08 ILS hold line.
	HS 3	Twy C at Rwy 30 and Twy B.
PHILADELPHIA, PA		
PHILADELPHIA INTL (PHL)	HS 1	Rwy 08 and Twy D.
	HS 2	Twy H and E int in close proximity of Rwy 17-35.
	HS 3	Twy Y and S int in close proximity of Rwy 09R-27L.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CXY	APP CRS	Rwy Idg	5001
109.1	082°	TDZE	342
		Apt Elev	347

ILS or LOC RWY 8

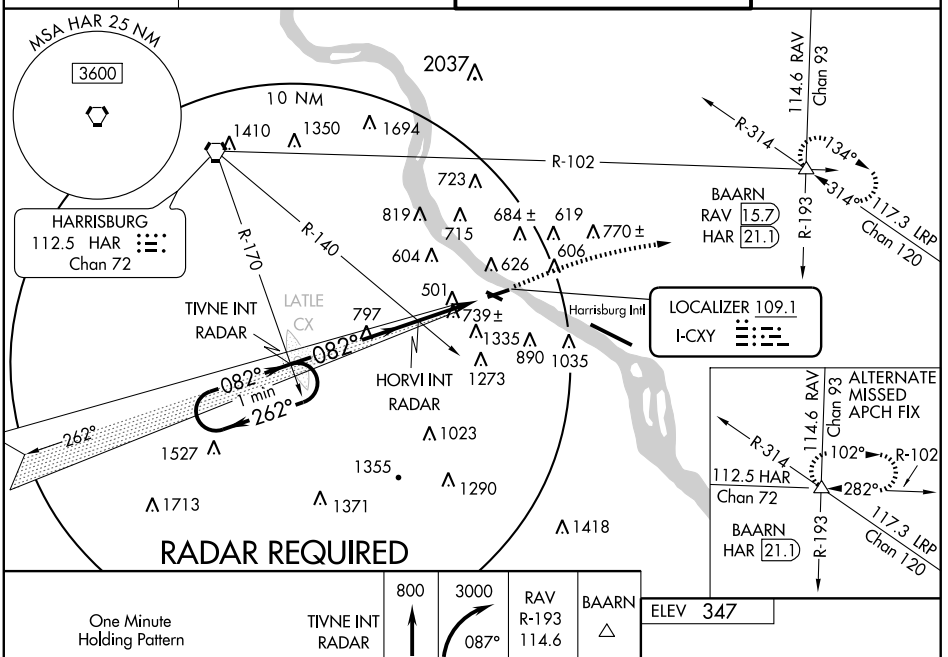
HARRISBURG / CAPITAL CITY (CXY)

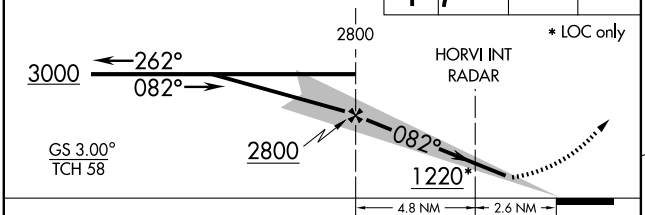
Ⓣ Circling to Rwy 12-30 NA at night.
Ⓐ Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

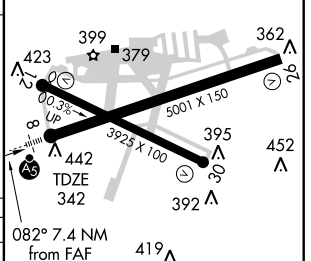
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) Ⓛ 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 8	592-¾ 250 (300-¾)			
S-LOC 8	1220-¾ 878 (900-¾)		1220-2 878 (900-2)	1220-2¼ 878 (900-2¼)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	
HORVI FIX MINIMUMS				
S-LOC 8	1000-¾ 658 (700-¾)		1000-1¼ 658 (700-1¼)	1000-1½ 658 (700-1½)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

REIL Rwys 12 and 30
HIRL Rwys 8-26 Ⓛ
MIRL Rwy 12-30 Ⓛ

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

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WAAS	APP CRS	Rwy Idg	5001
CH 70610	082°	TDZE	342
W08A		Apt Elev	347

RNAV (GPS) RWY 8

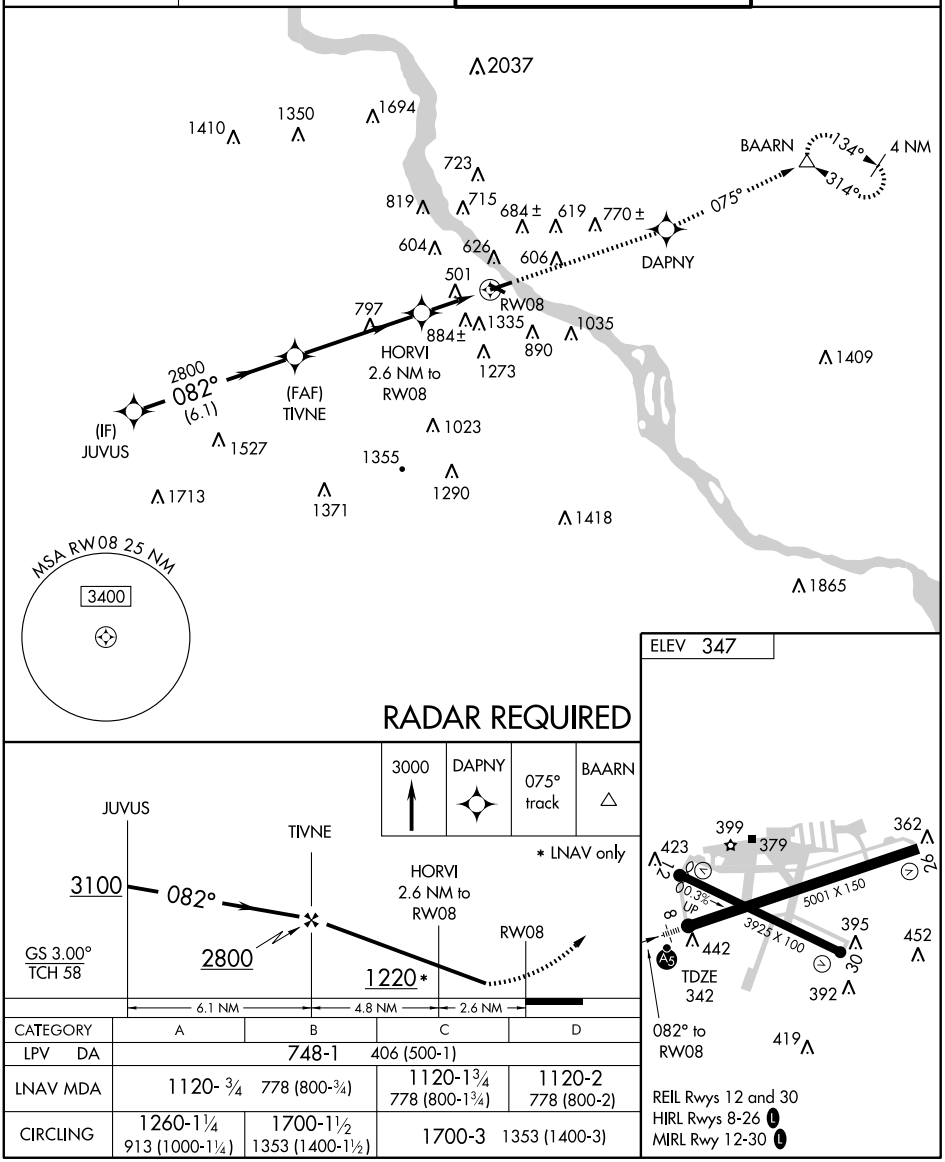
HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	748-1		406 (500-1)	
LNAV MDA	1120- ¾ 778 (800-¾)		1120-1¾ 778 (800-1¾)	1120-2 778 (800-2)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 86800	262°	TDZE	347
W26A		Apt Elev	347

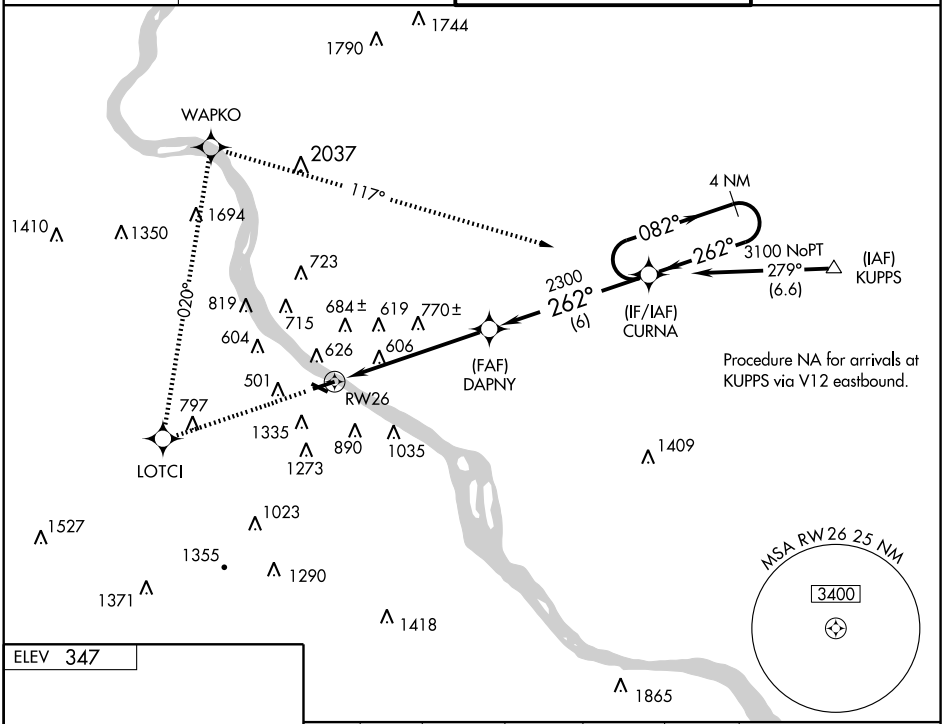
RNAV (GPS) RWY 26

HARRISBURG / CAPITOL CITY (CXY)

When local altimeter setting not received, use Harrisburg Intl altimeter setting.
Procedure NA at night. DME/DME RNP-0.3 NA.

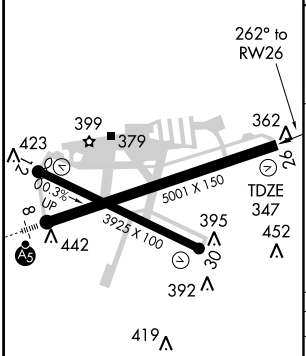
MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9

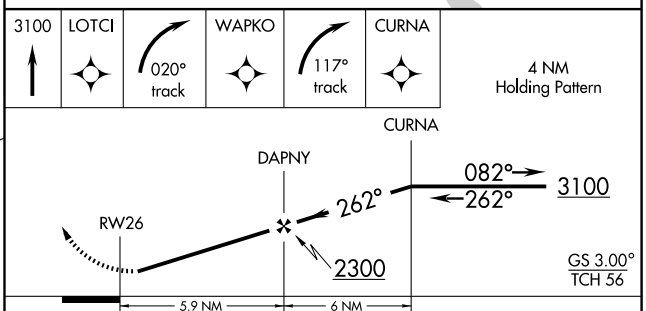


NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L



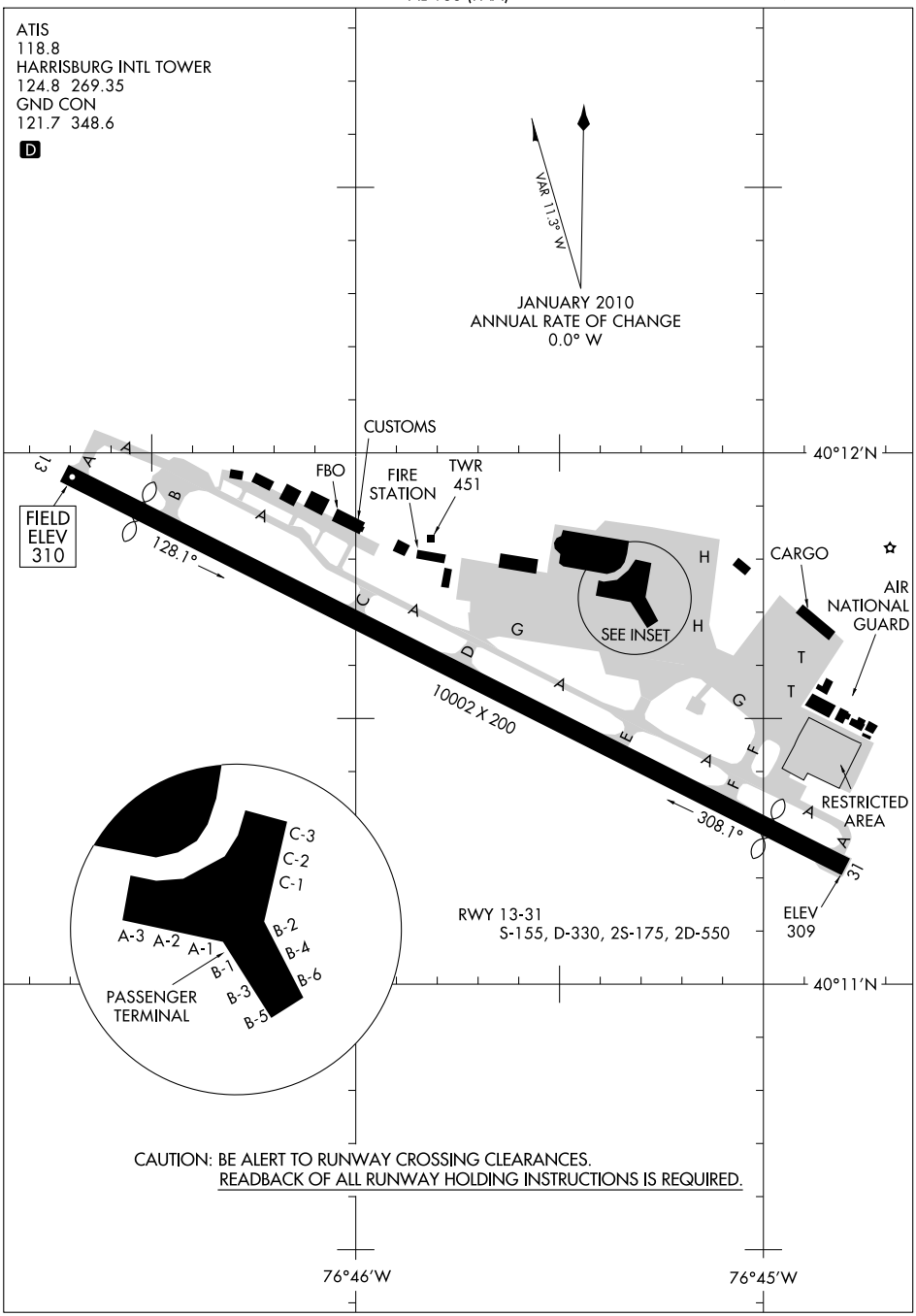
CATEGORY	A	B	C	D
LPV DA	846-1¾ 499 (500-1¾)			
LNAV MDA	1460-1¼ 1113 (1200-1¼)	1460-1½ 1113 (1200-1½)	1460-3 1113 (1200-3)	
CIRCLING	1460-1¾ 1113 (1200-1¾)	1700-1¾ 1353 (1400-1¾)	1700-3 1353 (1400-3)	

AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010



HARRISBURG INTL (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12J, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

RWY 13–31: H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

RWY 13: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–10001 TODA–10001 ASDA–9063 LDA–8070

RWY 31: TORA–10001 TODA–10001 ASDA–9122 LDA–8132

AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (717) 944–1372.

COMMUNICATIONS: ATIS 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

HARRISBURG INTL TOWER 124.8 **GND CON** 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

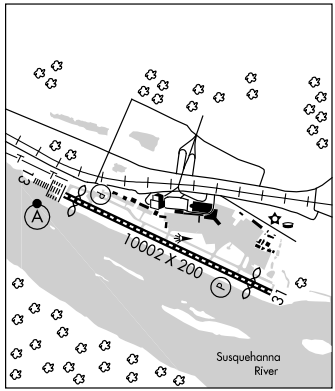
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

ENOLA NDB (LOM) 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.

ILS 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).

ILS 110.9 I–HQA Rwy 31. Class IB.



HAZLETON MUNI (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
RWY 10–28: H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

RWY 10: REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

RWY 28: MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

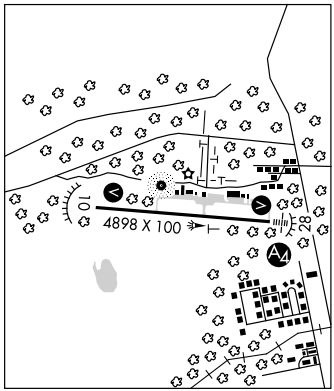
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.

(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.

HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.

ILS 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.



LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD HAR R-102 3000 269° (13.6) BAARN LRP 18 R-193 R-314 134° 314° 700± 619 684± 770± 615± 530 609 659± 470 598 677 1109 1106 1409 1023 1290 883 1418 1371 1355 1335 1273 890 1035 598± 2500 NoPT 128° (5) 1 min 128° 308° 128° IAF HARRISBURG 112.5 HAR Chan 72 Capital City IM 117.3 LRP Chan 120 LOCALIZER 110.9 I-MDT 10 NM MSA MD 25 NM 3400

ELEV 310 D

128° 6.4 NM from FAF

396 440 451 430 TDZE 308 10002 X 200

One Minute Holding Pattern

LOM 2450 308° 128° 2800 2500 IM 128° GS 3.00° TCH 54 6.3 NM 0.1

900	3000 HDG 060°	RAV R-193 114.6	BAARN

VGSI and ILS glidepath not coincident.

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

CATEGORY	A	B	C	D
S-ILS 13	508/18		200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900/50 592 (600-1)	900/60 592 (600-1¼)
CIRCLING	900-1	590 (600-1)	920-1 ¾ 610 (700-1¾)	980-2 670 (700-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

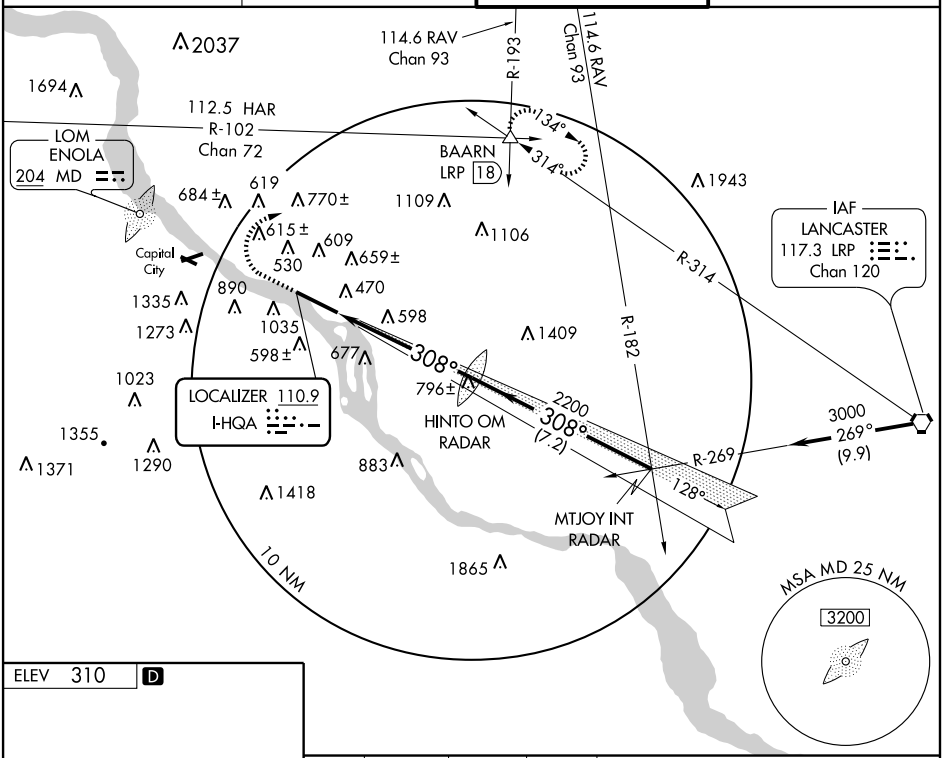
LOC I-HQA	APP CRS	Rwy Idg	8132
110.9	308°	TDZE	308
		Apt Elev	310

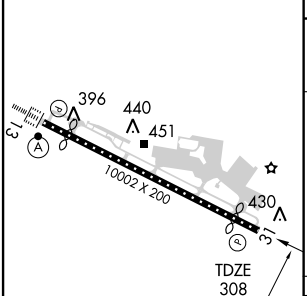
ILS or LOC RWY 31
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

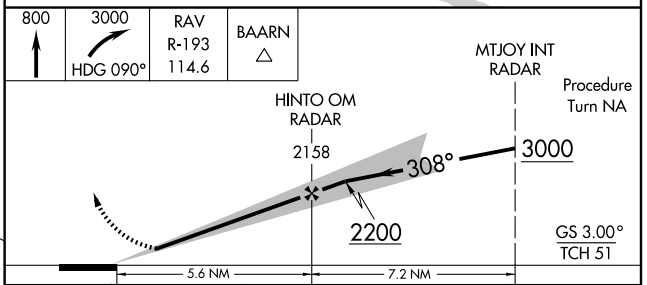
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	558/50		250 (300-1)	
S-LOC 31	920/50	612 (700-1)	920-1¾ 612 (700-1¾)	920-2 612 (700-2)
CIRCLING	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	980-2 670 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT II)
HARRISBURG INTL (MDT)

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 BAARN LRP 18 R-193 R-314 134° 314°

(IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118

LOM/IAF ENOLA 204 MD HAR R-102 3000 269° (13.6)

IAF HARRISBURG 112.5 HAR Chan 72

2500 NoPT 128° (5) 1 min 128° 308°

700± 684±^ 619 770± 615±^ 530 609 659± 470 598 1109 1106 117.3 LRP Chan 120 1409

Capital City IM

1335 890 1273 1035 598± 677

LOCALIZER 110.9 I-MDT

1023 1371 1335 1290 883 1418

10 NM

MSA MD 25 NM 3400

ELEV 310 D

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 DH RA101 128° IM 308 MSL

VGSI and ILS glidepath not coincident. GS 3.00° TCH 54

6.3 NM 868' 1081'

CATEGORY	A	B	C	D
S-ILS 13	RA 101/12 100 DA 408			

396 440 451 430 TDZE 308 10002 X 200 13 31

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT III)
HARRISBURG INTL (MDT)

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD 128° 1 min 308° 2500 NoPT 128° (5) IAF HARRISBURG 112.5 HAR Chan 72 700± 619 684± 770± 615± 609 530 659± 470 598 1335 890 1035 1273 598 ± 677 1023 1355 1290 1371 1418 883 1409 1106 1109 HAR R-102 3000 269° (13.6) BAARN LRP 18 R-193 R-314 134° 314° 117.3 LRP Chan 120 Capitol City IM LOCALIZER 110.9 I-MDT MSA MD 25 NM 3400 10 NM

ELEV 310 D

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

VGSI and ILS glidepath not coincident.

2800 308° 128° 2500 128° IM 411 308 MSL

GS 3.00° TCH 54

6.3 NM 924' 1081'

TDZE 308 396 440 451 430 10002 X 200 13 31

CATEGORY	A	B	C	D
S-ILS 13		CAT IIIa	RVR 07	
S-ILS 13		CAT IIIb	RVR 06	
S-ILS 13		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

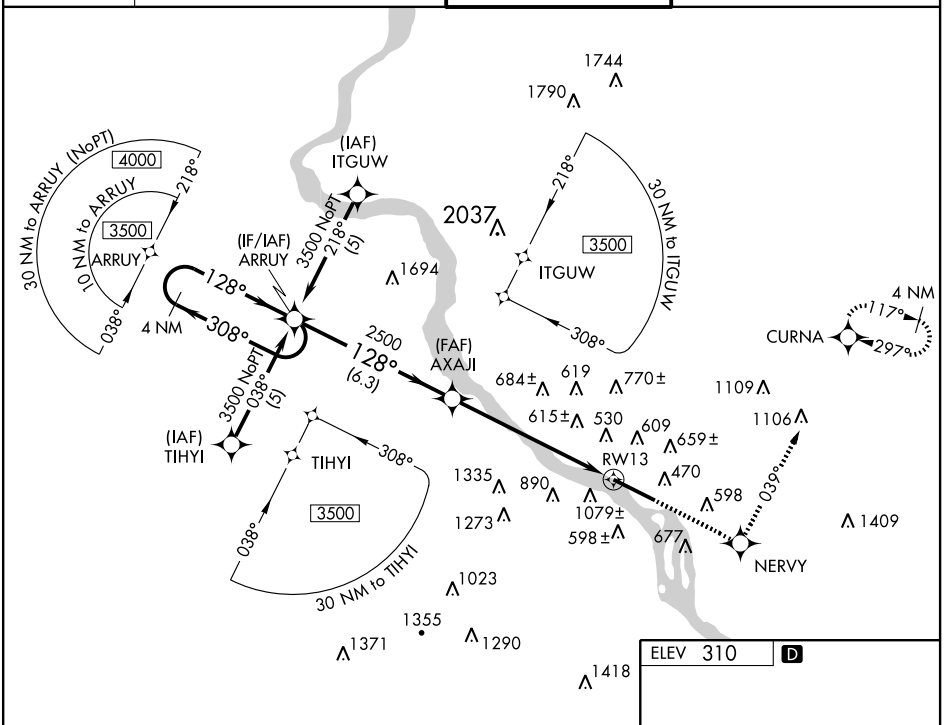
HARRISBURG INTL (MDT)

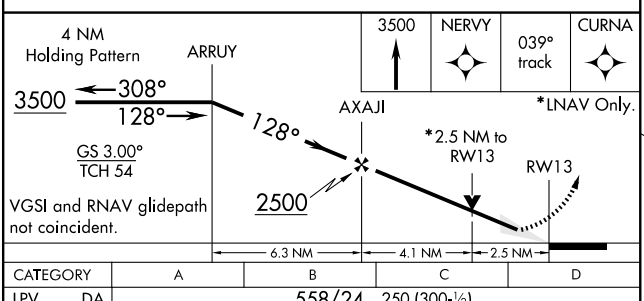
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

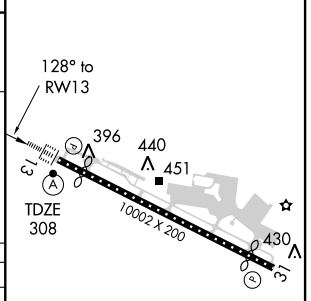
ALSF-2

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6







CATEGORY	A	B	C	D
LPV DA	558/24 250 (300-½)			
LNAV/VNAV DA	1572-5 1264 (1300-5)			
LNAV MDA	1180/24 872 (900-½)	1180/40 872 (900-¾)	1180-2 872 (900-2)	1180-2¼ 872 (900-2¼)
CIRCLING	1180-1 870 (900-1)	1180-1¼ 870 (900-1¼)	1180-2½ 870 (900-2½)	1180-2¾ 870 (900-2¾)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8132
CH 78013	308°	TDZE	308
W31A		Apt Elev	310

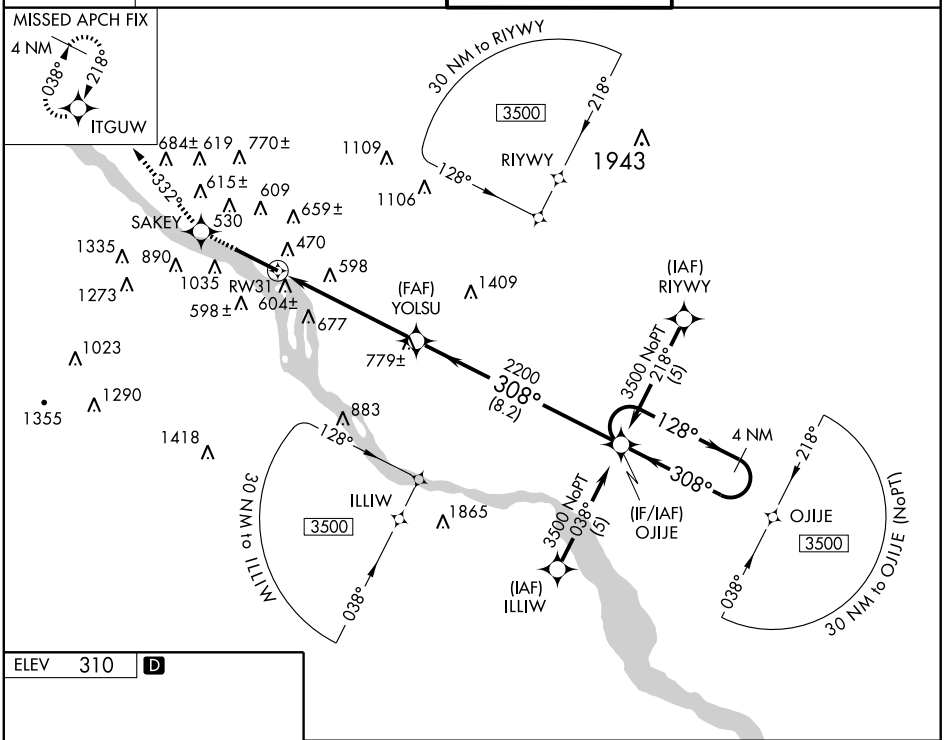
RNAV (GPS) RWY 31

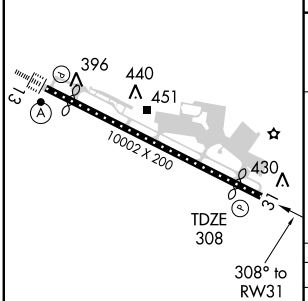
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

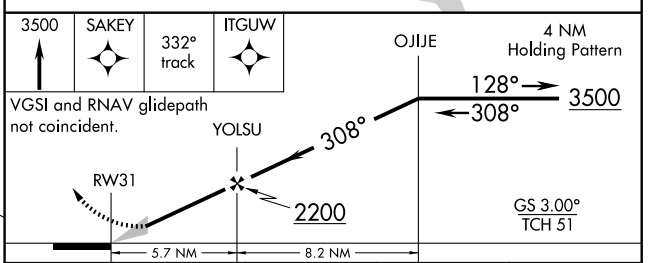
MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	558/50	250 (300-1)		
LNAV/VNAV DA	921-2¼	613 (700-2¼)		
LNAV MDA	1100/50 792 (800-1)	1100/60 792 (800-1¼)	1100-2¼ 792 (800-2¼)	1100-2½ 792 (800-2½)
CIRCLING	1100-1 790 (800-1)	1100-1¼ 790 (800-1¼)	1100-2¼ 790 (800-2¼)	1100-2½ 790 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg	8132
117.3	290°	TDZE	308
Chan 120		Apt Elev	310

AL-188 (FAA)

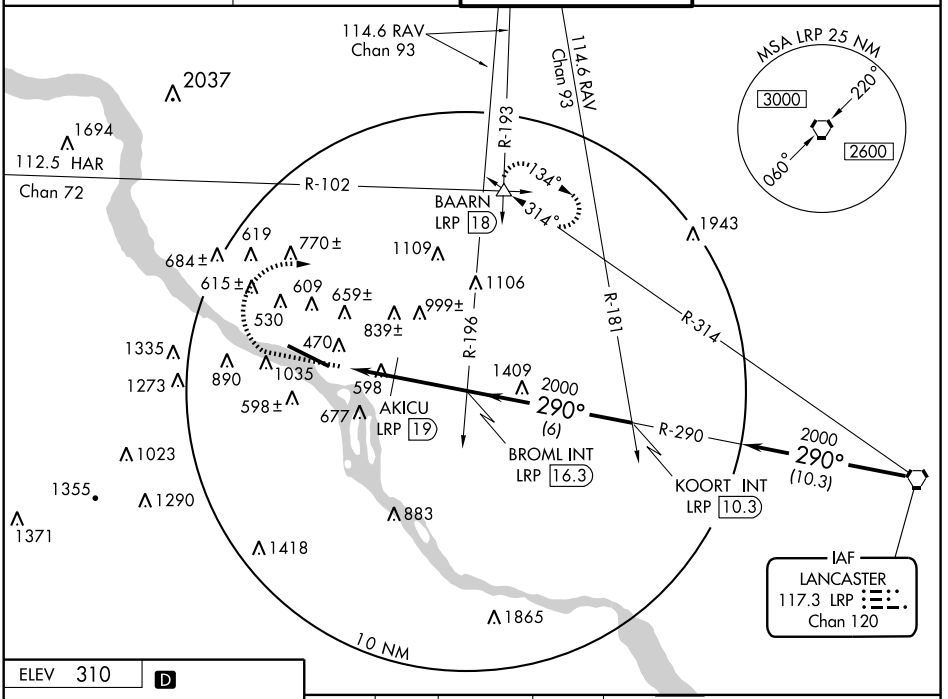
VOR RWY 31

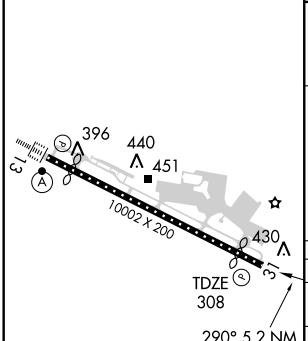
HARRISBURG INTL (MDT)

Circling NA south of Runway 13-31.

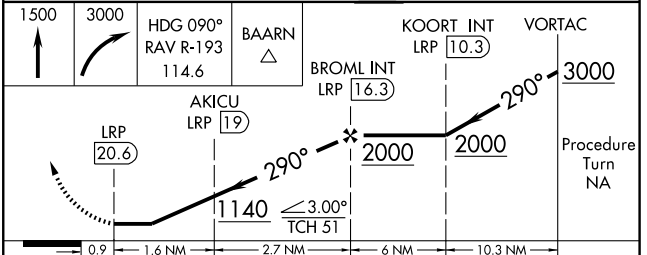
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-31	1140-1 832 (900-1)	1140-1¼ 832 (900-1¼)	1140-2½ 832 (900-2½)	1140-2¾ 832 (900-2¾)
CIRCLING	1140-1 830 (900-1)	1140-1¼ 830 (900-1¼)	1140-2½ 830 (900-2½)	1140-2¾ 830 (900-2¾)
AKICU FIX MINIMUMS				
S-31	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 770 (800-1)	1080-1¼ 770 (800-1¼)	1080-2¼ 770 (800-2¼)	1080-2½ 770 (800-2½)

40°12'N - 76°46'W

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HARRISBURG INTL (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12J, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

RWY 13–31: H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

RWY 13: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–10001 TODA–10001 ASDA–9063 LDA–8070

RWY 31: TORA–10001 TODA–10001 ASDA–9122 LDA–8132

AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (717) 944–1372.

COMMUNICATIONS: ATIS 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

HARRISBURG INTL TOWER 124.8 **GND CON** 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

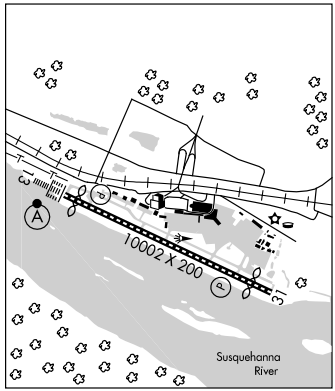
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

ENOLA NDB (LOM) 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.

ILS 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).

ILS 110.9 I–HQA Rwy 31. Class IB.



HAZLETON MUNI (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
RWY 10–28: H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

RWY 10: REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

RWY 28: MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

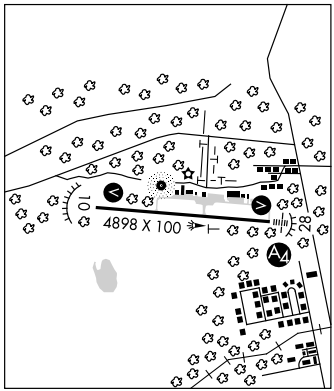
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.

(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.

HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.

ILS 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.

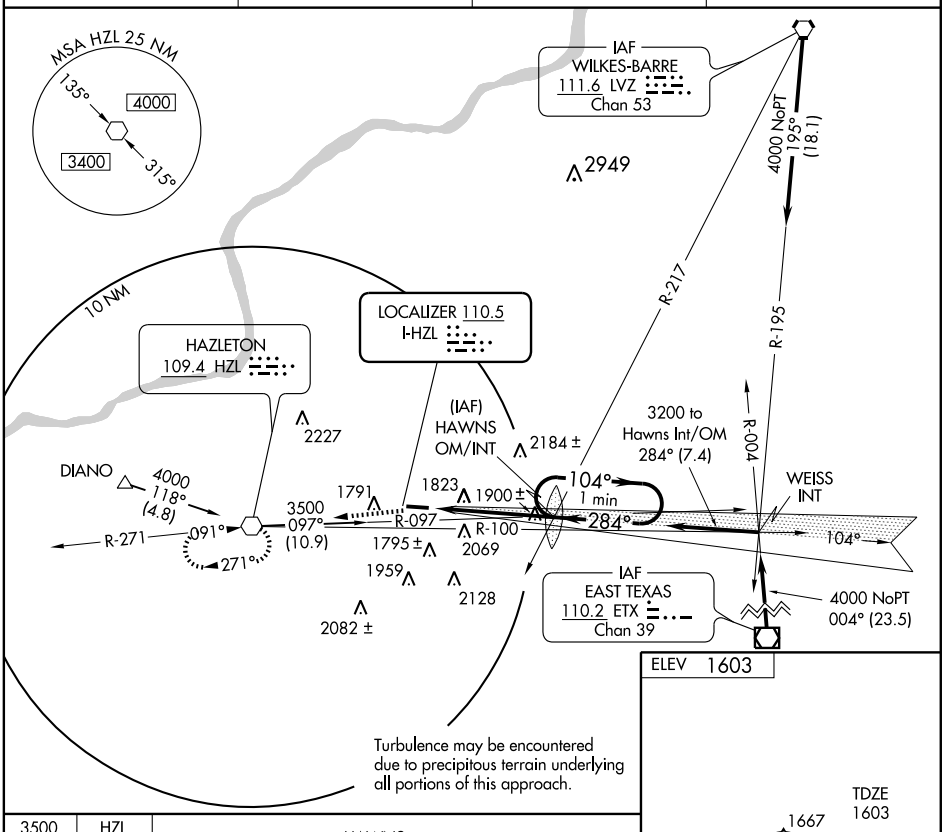


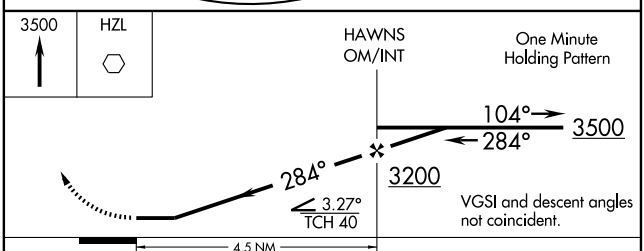
LOC I-HZL	APP CRS	Rwy Idg	4898
110.5	284°	TDZE	1603
		Apt Elev	1603

LOC RWY 28
HAZLETON MUNI (HZL)

Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.	MALSF	MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.	

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 28	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

REIL Rwy 10 L
MIRL Rwy 10-28 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90127 W10A	APP CRS 104°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

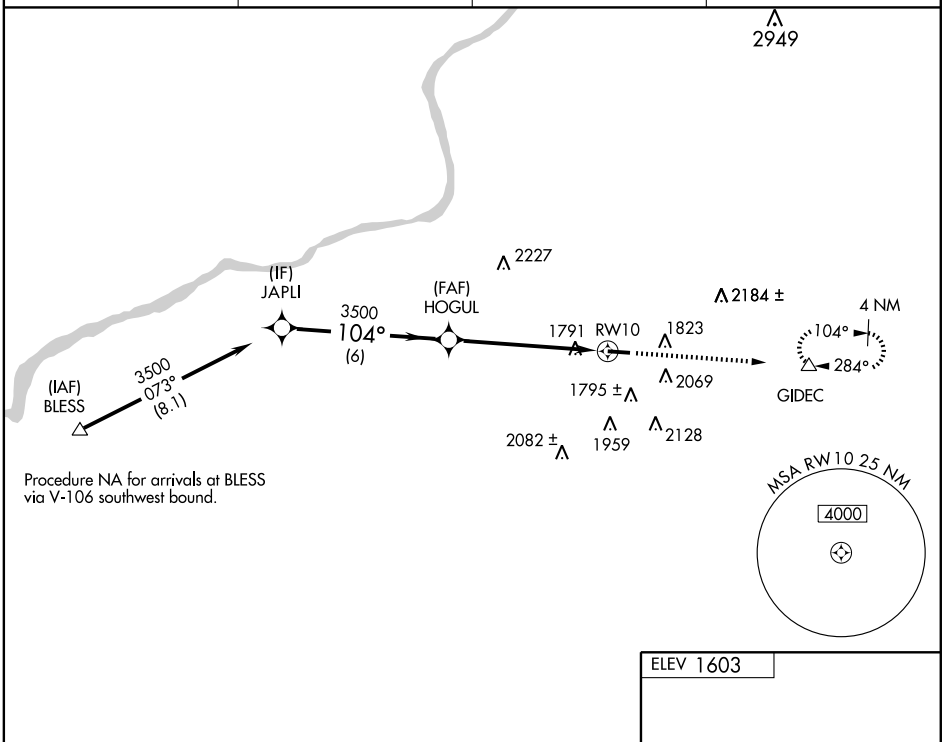
RNAV (GPS) RWY 10

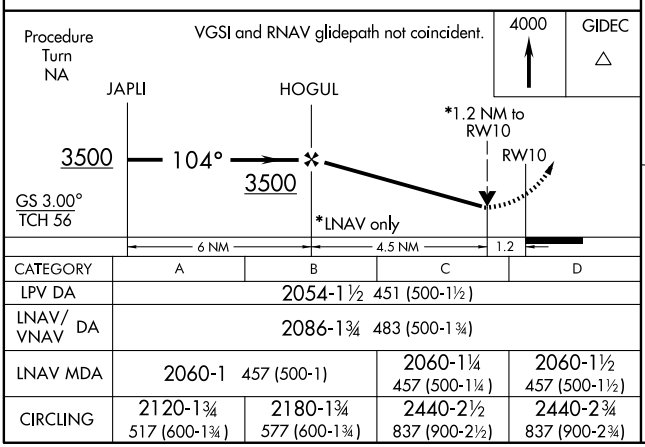
HAZLETON MUNI (HZL)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

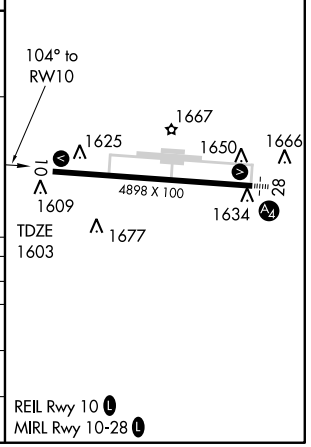
MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2054-1½ 451 (500-1½)			
LNAV/ VNAV DA	2086-1¾ 483 (500-1¾)			
LNAV MDA	2060-1 457 (500-1)		2060-1¼ 457 (500-1¼)	2060-1½ 457 (500-1½)
CIRCLING	2120-1¾ 517 (600-1¾)	2180-1¾ 577 (600-1¾)	2440-2½ 837 (900-2½)	2440-2¾ 837 (900-2¾)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR HZL	APP CRS	Rwy Idg	4898
109.4	091°	TDZE	1603
		Apt Elev	1603

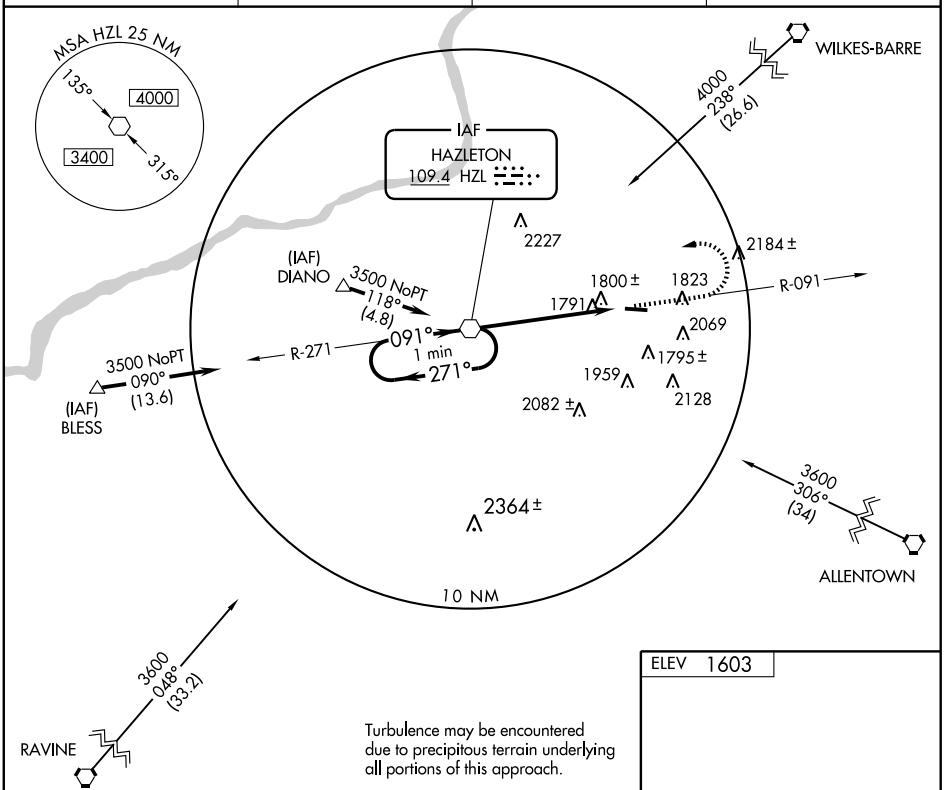
VOR RWY 10
HAZLETON MUNI (HZL)

When VGSI inoperative, Circling Rwy 28 NA at night.

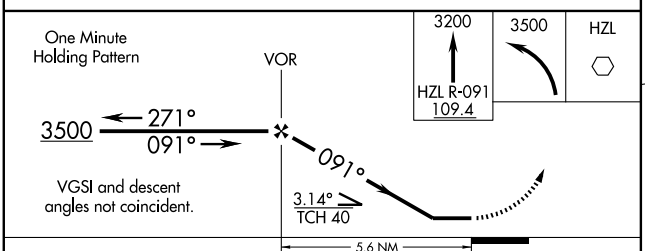
NA

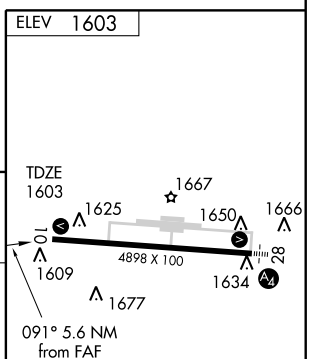
MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 28

HAZLETON MUNI (HZL)

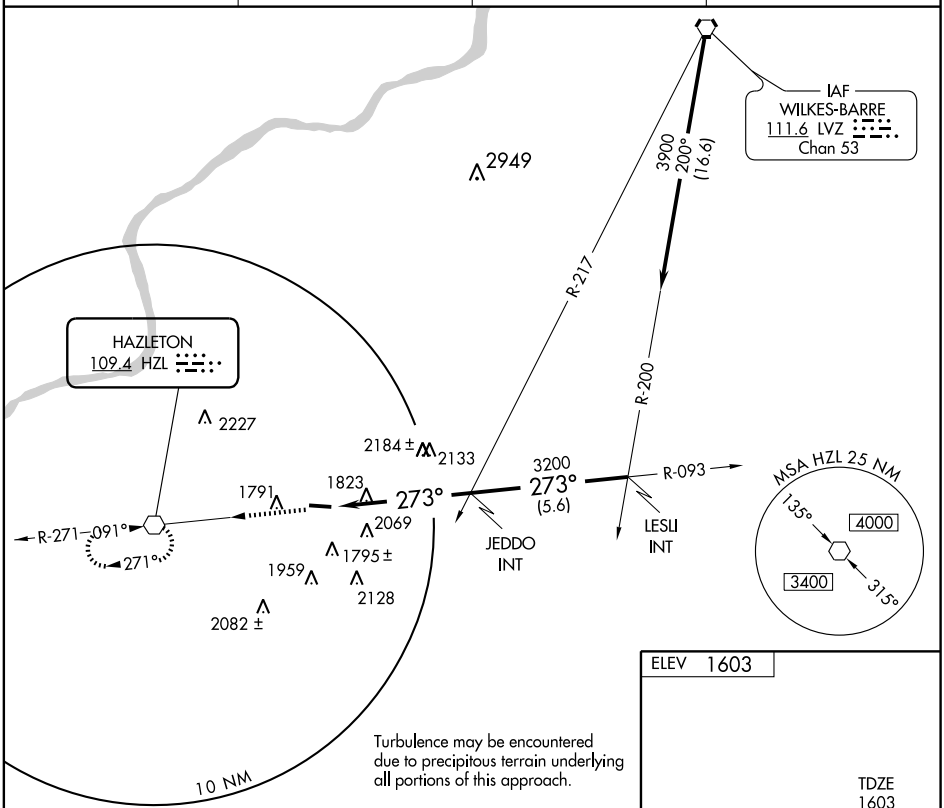
VOR HZL 109.4	APP CRS 273°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

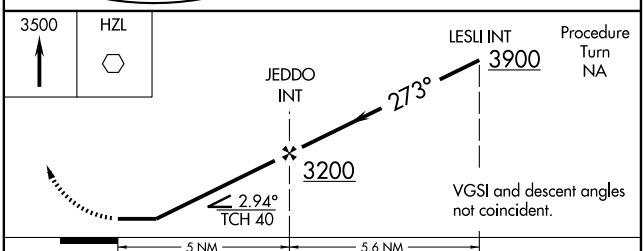
T NA — Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.

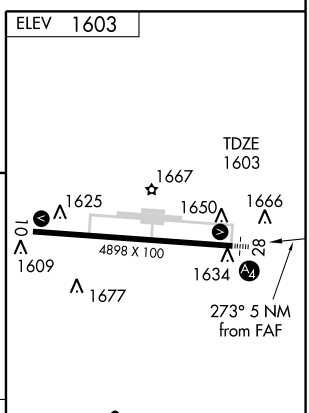
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L







REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28	2500-1¼	897 (900-1¼)	2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)
CIRCLING	2500-1¼	897 (900-1¼)	2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

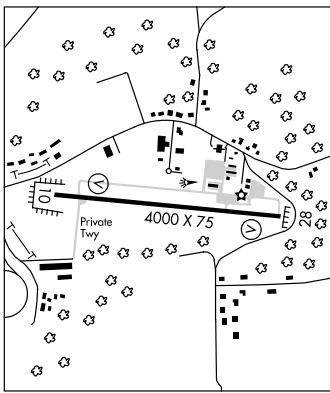
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



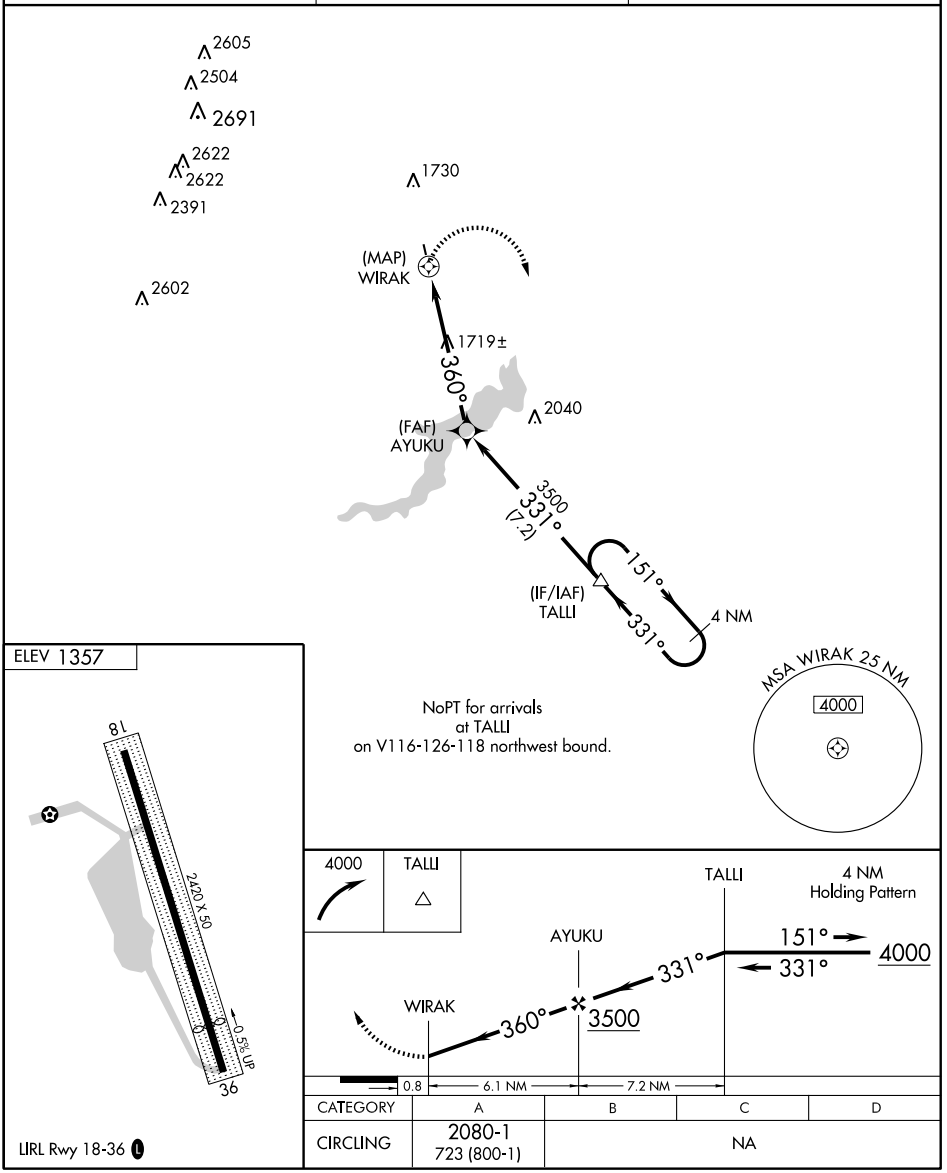
APP CRS		
360°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	1357

RNAV (GPS)-B

HONESDALE / CHERRY RIDGE (N30)

NA	DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.	MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L



CATEGORY	A	B	C	D
CIRCLING	2080-1 723 (800-1)	NA		

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LVZ	APP CRS	Rwy Idg	N/A
111.6	064°	TDZE	N/A
Chan 53		Apt Elev	1357

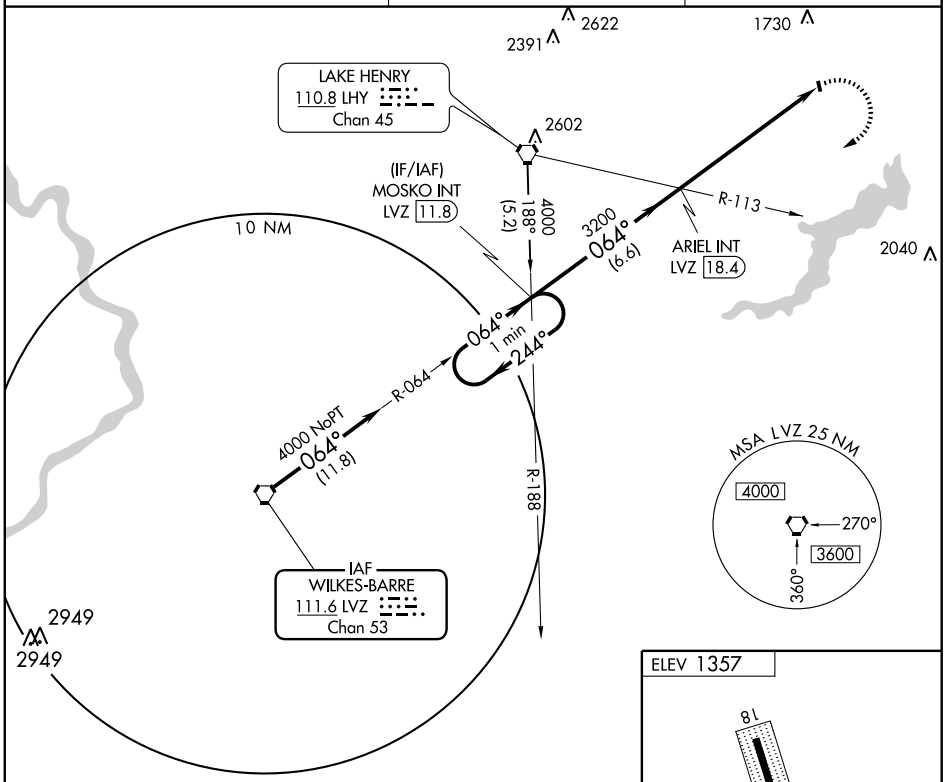
VOR-A

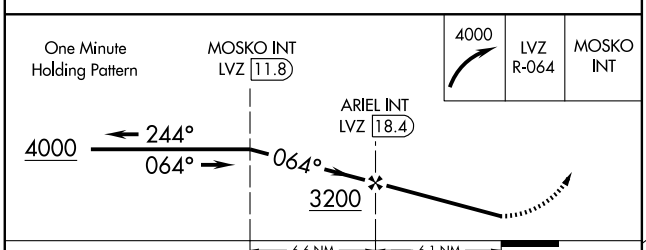
HONESDALE / CHERRY RIDGE (N30)

NA — Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

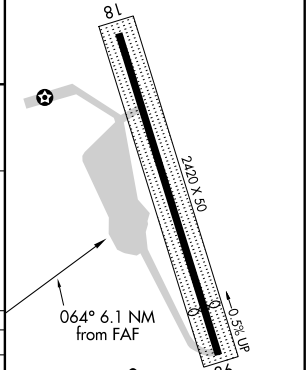
MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L





4000	LVZ R-064	MOSKO INT



CATEGORY	A	B	C	D
CIRCLING	2180-1 823 (900-1)	NA		
WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS				
CIRCLING	2500-1¼ 1143 (1200-1¼)	NA		

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

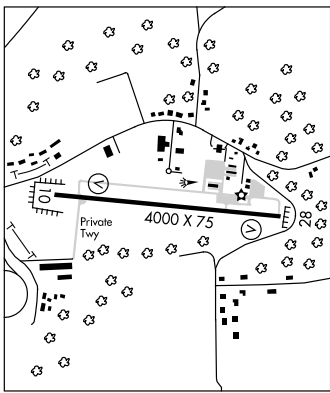
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



APP CRS	Rwy Idg	100
086°	TDZE	N/A
	Apt Elev	591

COPTER RNAV (GPS) 086°

HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

NA

Proceed VFR from MOMSE WP or conduct the specified missed approach.
Limit final, missed approach, and holding airspeed to 70 KIAS.
Use Reedsville/Mifflin County (RVL) altimeter setting.
Surface elevation 900' at MAP.

MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON	UNICOM	
124.1 273.525	123.05 (CTAF)	122.8 L

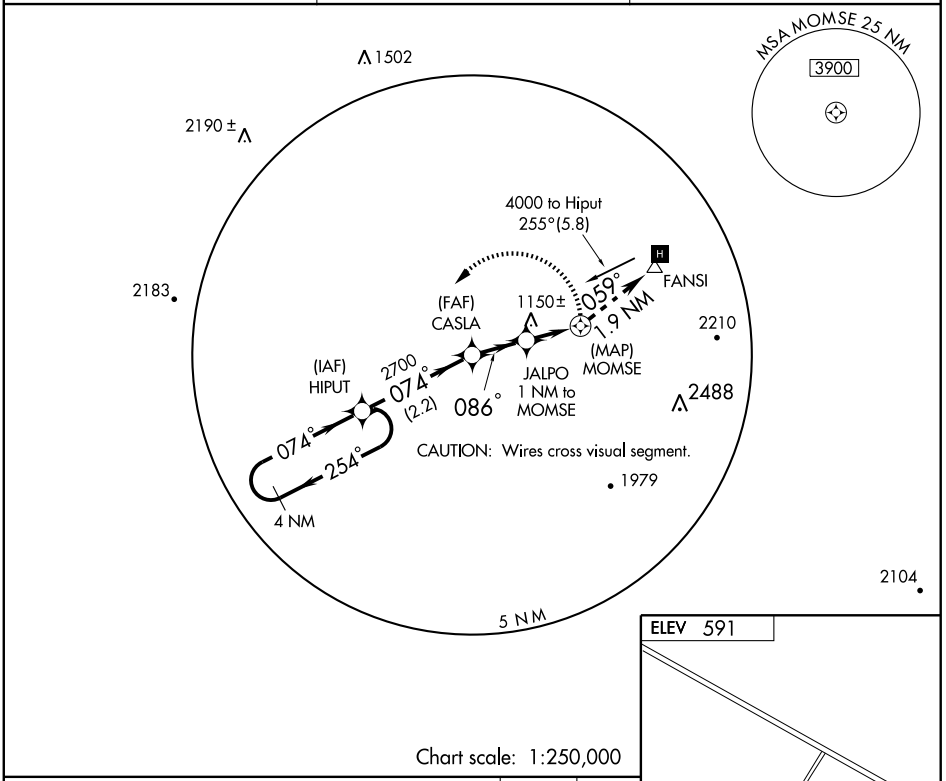
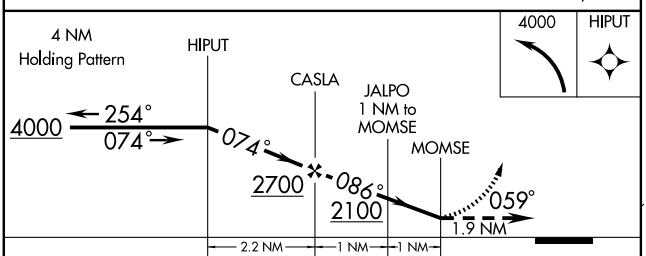
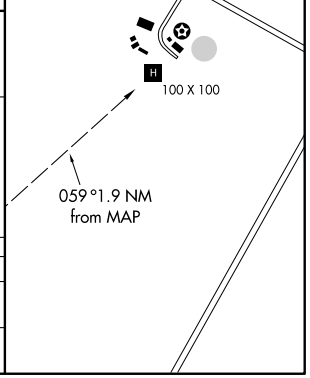


Chart scale: 1:250,000





CATEGORY	COPTER
H-086°	1500 - ¾ 600 (600-¾)
CIRCLING	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

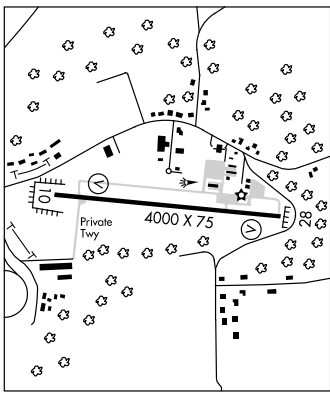
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



APP CRS	Rwy Idg	4000
274°	TDZE	1405
	Apt Elev	1405

GPS RWY 28

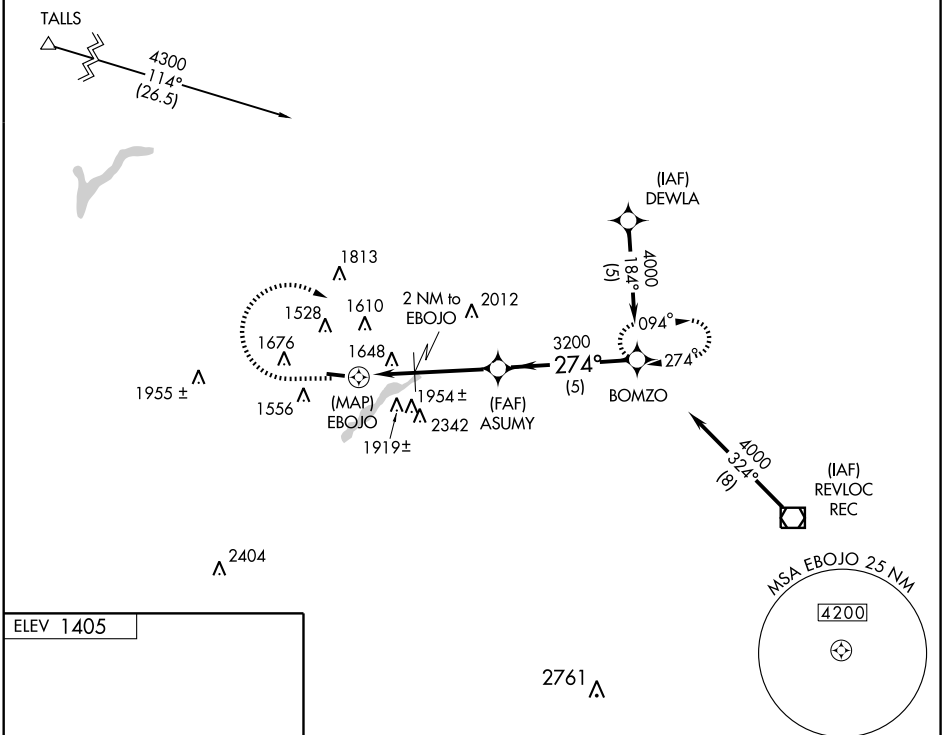
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

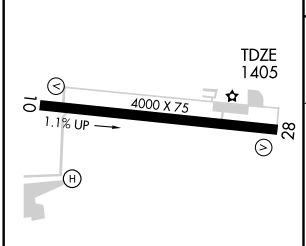
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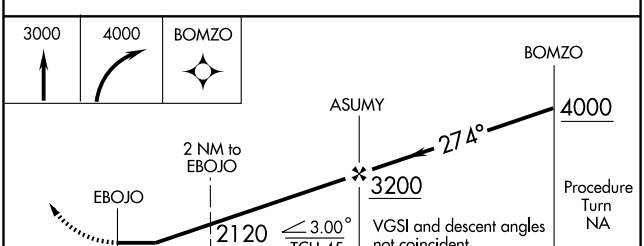
MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-28	1940-1 535 (600-1)		1940-1½ 535 (600-1½)	1940-1¾ 535 (600-1¾)
CIRCLING	1960-1 555 (600-1)	1980-1 575 (600-1)	2100-2 695 (700-2)	2220-2¾ 815 (900-2¾)

MIRL Rwy 10-28
REIL Rwys 10 and 28

INDIANA COUNTY/ JIMMY STEWART FIELD (IDI)

40°38'N - 79°06'W

GPS RWY 28

LOC/DME I-HDI	APP CRS	Rwy Idg	4000
109.5	284°	TDZE	1406
Chan 32		Apt Elev	1406

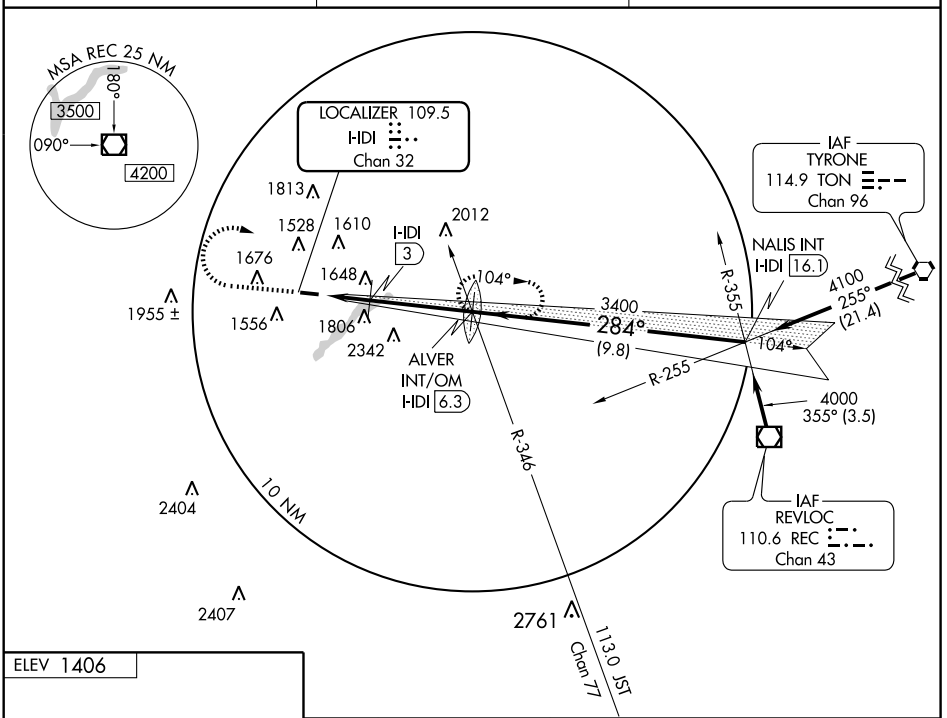
LOC RWY 28

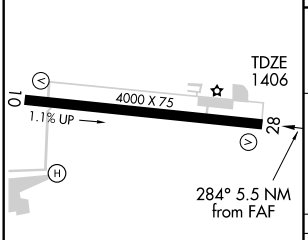
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

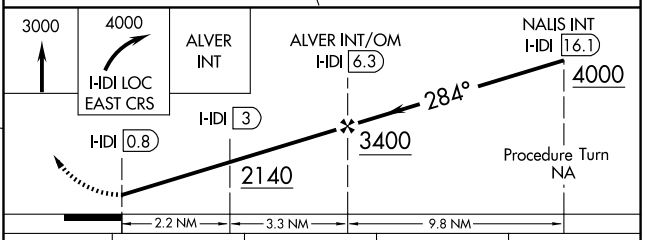
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2140-1	734 (800-1)	2140-2 734 (800-2)	2140-2¼ 734 (800-2¼)
CIRCLING	2140-1	734 (800-1)	2140-2 734 (800-2)	2220-2¾ 814 (900-2¾)
DME MINIMUMS				
S-28	1860-1	454 (500-1)	1860-1¼ 454 (500-1¼)	1860-1½ 454 (500-1½)
CIRCLING	1960-1 554 (600-1)	1980-1 574 (600-1)	2100-2 694 (700-2)	2220-2¾ 814 (900-2¾)

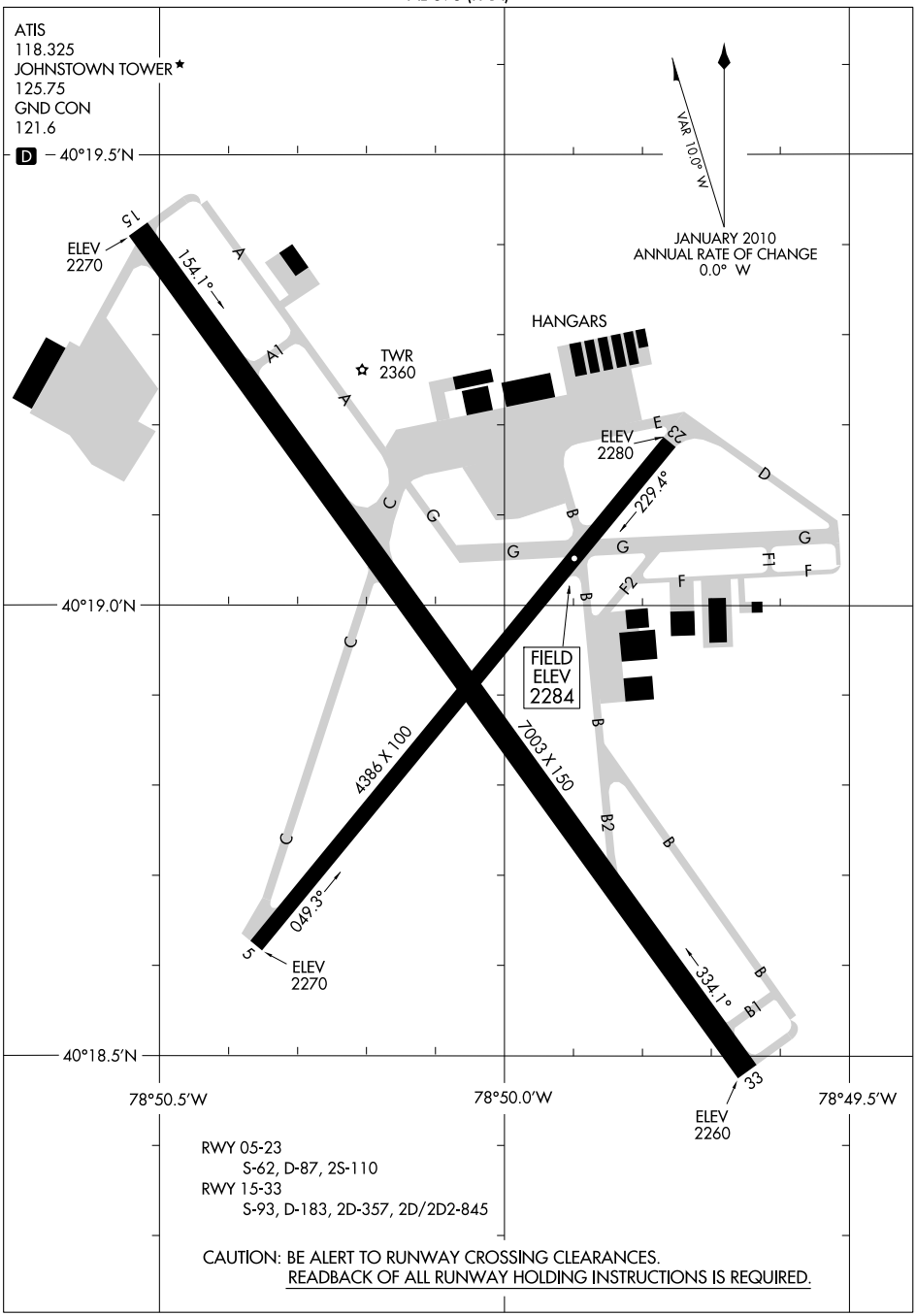
MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

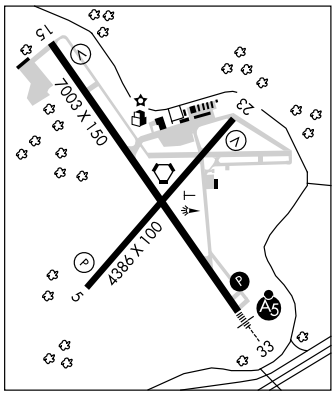
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN

JOHN MURTHA JOHNSTOWN–CAMBRIA CO (JST)(KJST) CIV/MIL/ANG/ARNG/AR 3 NE UTC−5(−4DT) **DETROIT**
N40°18.97′ W78°50.04′ **H–10H, 12I, L–29D**
2284 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JST **IAP, DIAP, AD**
RWY 15–33: H7003X150 (ASPH–GRVD) S–93, D–183, 2D–357, 2D/2D2–845 HIRL
RWY 15: VASI(V4L)—GA 3.0° TCH 52′. Trees.
RWY 33: MALSR. PAPI (P4R)—GA 3.0° TCH 53′. Antenna.
RWY 05–23: H4386X100 (ASPH) S–62, D–87, 2S–110 MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 49′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–4386	TODA–4386	ASDA–4386	LDA–4386
RWY 15:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003
RWY 23:	TORA–4386	TODA–4386	ASDA–4386	LDA–4386
RWY 33:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003



AIRPORT REMARKS: Attended 1100–0500Z‡. Rwy 15 +6′ sign 70′ from thld 189′ left. Rwy 05 +6′ sign 73′ from thld 76′ left. Caution deer and birds on and in vicinity of arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats; call arpt manager 814–536–0002. When twr clsd ACTIVATE HIRL Rwy 15–33, MALSR Rwy 33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05–23 unavailable when twr clsd. Ldg fee.
MILITARY REMARKS: AR All fixed wing ramp use PPR ctc AR weekdays 1300–2130Z‡ C814–532–7600. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp pilot controlled lgt twy and parking, 143.3. **ARNG** All tfc to ARNG ramp weekdays 1300–2130Z‡ ctc Keystone OPS, other times PPR C814–532–7720. Ramp pilot controlled lgts 143.3.
WEATHER DATA SOURCES: ASOS 118.325 (C814) 535–3511.
COMMUNICATIONS: CTAF 125.75 **UNICOM** 122.95 **ATIS** 118.325
JOHNSTOWN RCO 122.65 122.1R 113.0T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 121.2 299.2
TOWER 125.75 (1100–0200Z‡) **GND CON** 121.6 **KEYSTONE OPS ARNG** 139.15 241.35 36.50
AIRSPACE: CLASS D svc 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE JST.
(L) VORTAC 113.0 JST Chan 77 N40°19.00′ W78°50.05′ at fld. 2280/6W.
VORTAC unusable 110°–135°
TACAN azimuth unusable 135°–175°
ILS 110.1 I–JST Rwy 33. Class IT. GS unusable byd 4° left of course. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground services only.

JOSEPH A. HARDY (See CONNELLSVILLE)

KAMPEL (See WELLSVILLE)

KEATING N41°12.90′ W78°08.57′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 116.0 ETG Chan 107 316° 20.1 NM to St. Marys Muni. 2250/10W. **H–10H, L–30I**
RCO 122.1R 116.0T (ALTOONA RADIO)

KELLER BROTHERS (See LEBANON)

KRALLTOWN

BERMUDIAN VALLEY AIRPARK (Ø7N) 2 W UTC−5(−4DT) N40°01.01′ W77°00.23′ **DETROIT**
470 S4 NOTAM FILE IPT
RWY 16–34: 2200X100 (TURF)
RWY 16: Thld dsplcd 370′. Trees. **RWY 34:** Thld dsplcd 100′. Trees.
AIRPORT REMARKS: Attended irregularly. Field soft after prolonged rain. Rwy 16–34 marked with white painted tires. Ultralight and glider activity on and invof arpt. Rwy 16 and 34 dsplcd thlds marked with orange cones each side of rwy and 2 white tires east side of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8

LAKE HENRY N41°28.55′ W75°28.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 110.8 LHY Chan 45 309° 14.1 NM to Seamans Fld. 2320/10W. **HIWAS. H–10I, 12J, L–30K, 33A, 34H**
VOR portion unusable 210°–265° byd 12 NM.

LAKE HILL (See MARS)

LOC I-JST	APP CRS	Rwy Idg	7003
110.1	334°	TDZE	2281
		Apt Elev	2284

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

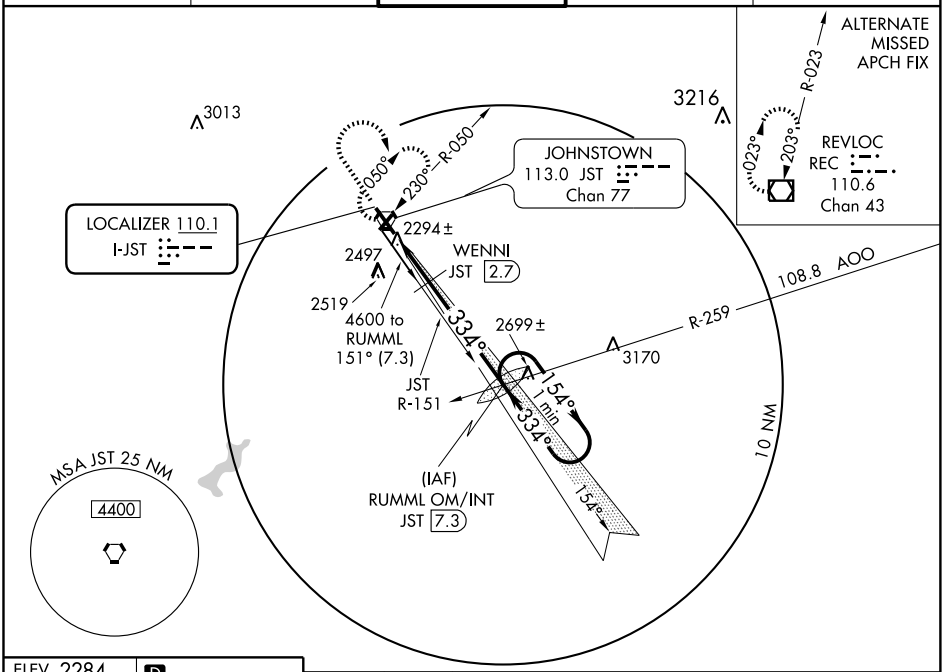
ILS or LOC RWY 33

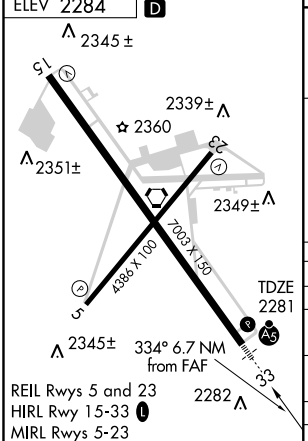
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

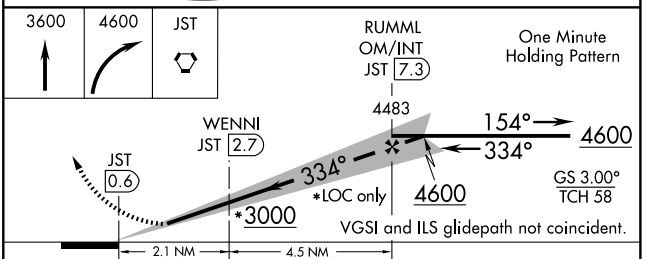
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

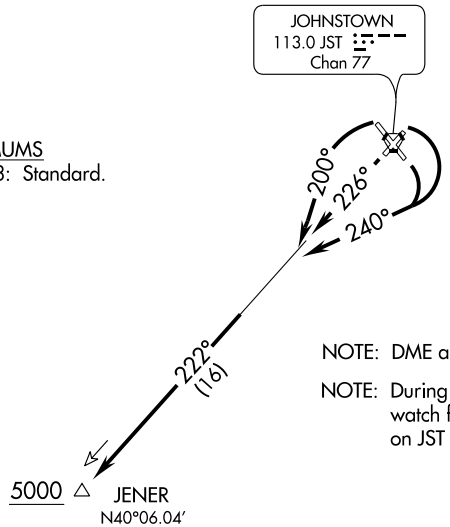


CATEGORY	A	B	C	D
S-ILS 33	2481-½ 200 (200-½)			
S-LOC 33	3000-½ 719 (800-½)		3000-1½ 719 (800-1½)	3000-1¾ 719 (800-1¾)
CIRCLING	3000-1 716 (800-1)		3000-2 716 (800-2)	3000-2¼ 716 (800-2¼)
WENNI FIX MINIMUMS				
S-LOC 33	2600-½ 319 (400-½)			2600-¾ 319 (400-¾)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JENER THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2



TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence . . . .
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence . . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

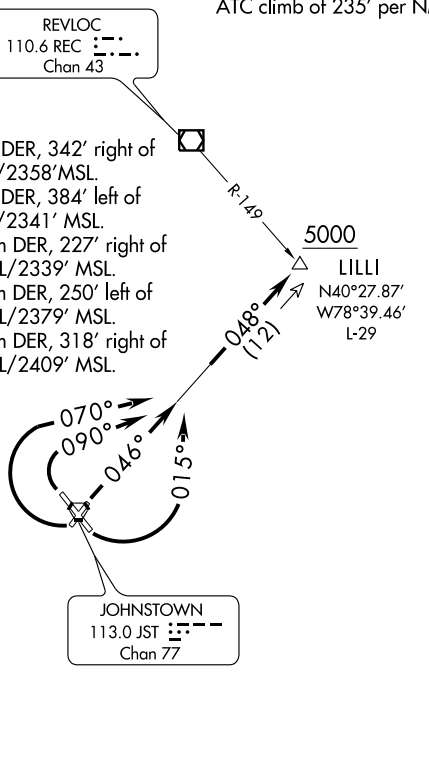
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.



NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . .

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).

APP CRS	Rwy Idg	4386
049°	TDZE	2283
	Apt Elev	2284

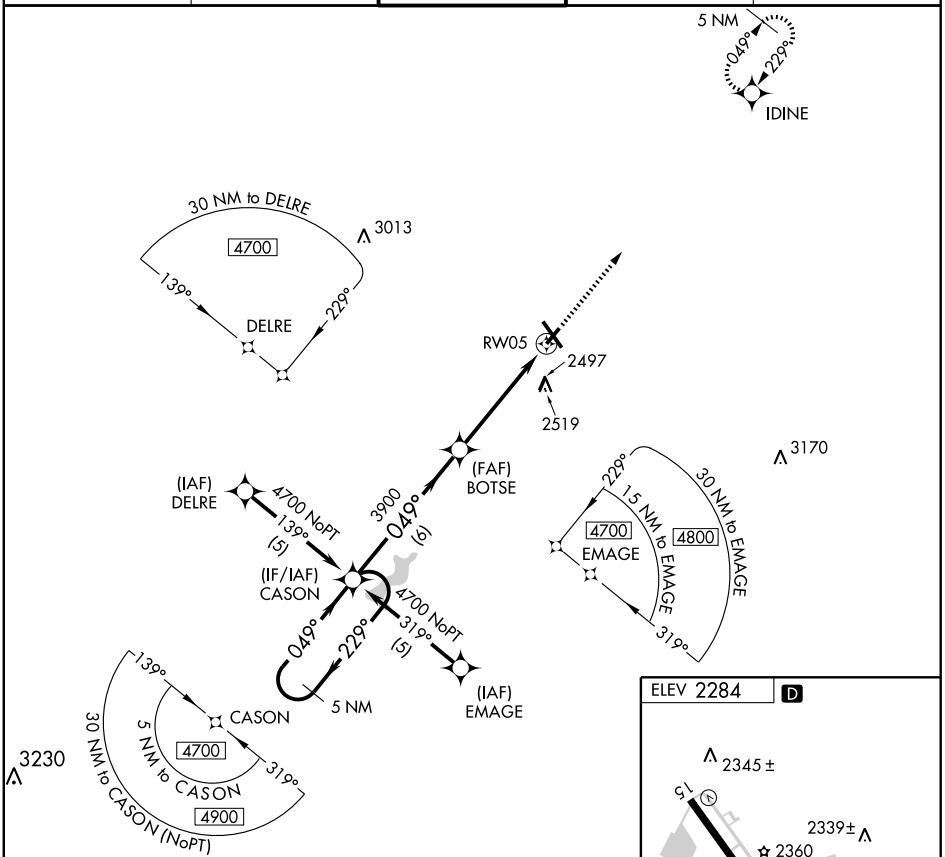
RNAV (GPS) RWY 5

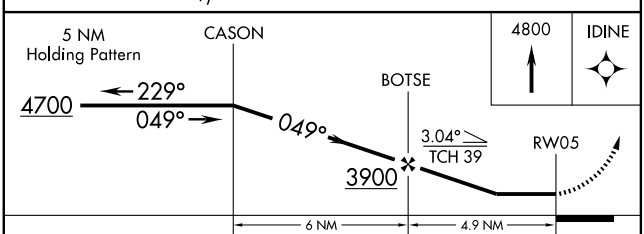
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

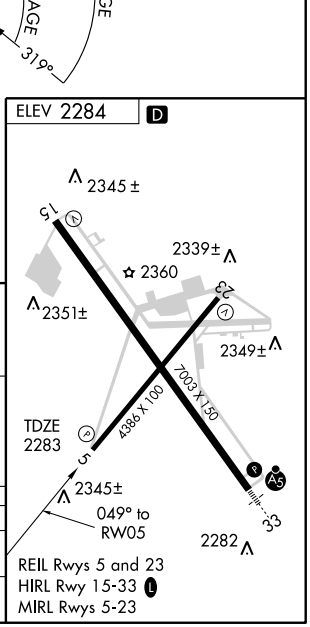
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2640-1 357 (400-1)			2640-1¼ 357 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53513	154°	TDZE	2276
W15A		Apt Elev	2284

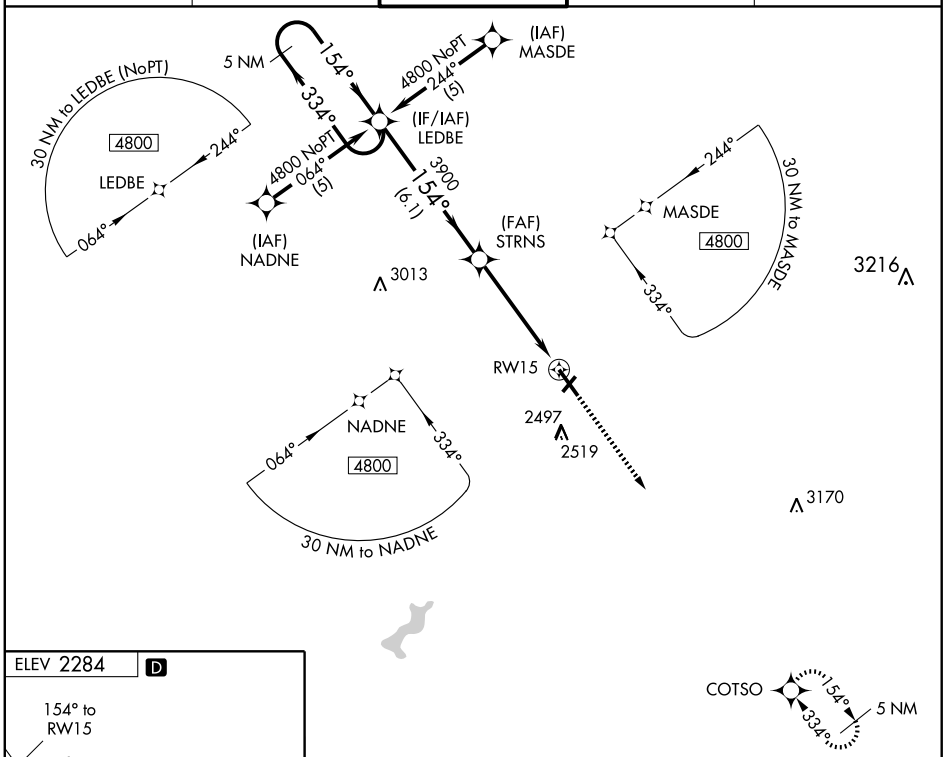
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

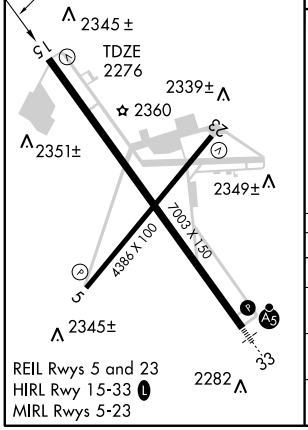
RNAV (GPS) RWY 15

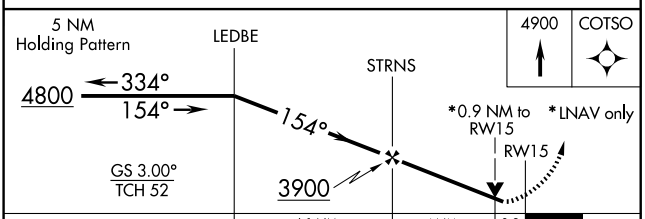
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2526-¾	250 (300-¾)		
LNAV/VNAV DA	2595-1	319 (400-1)		
LNAV MDA	2620-1	344 (400-1)		2620-1¼ 344 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4386
229°	TDZE	2284
	Apt Elev	2284

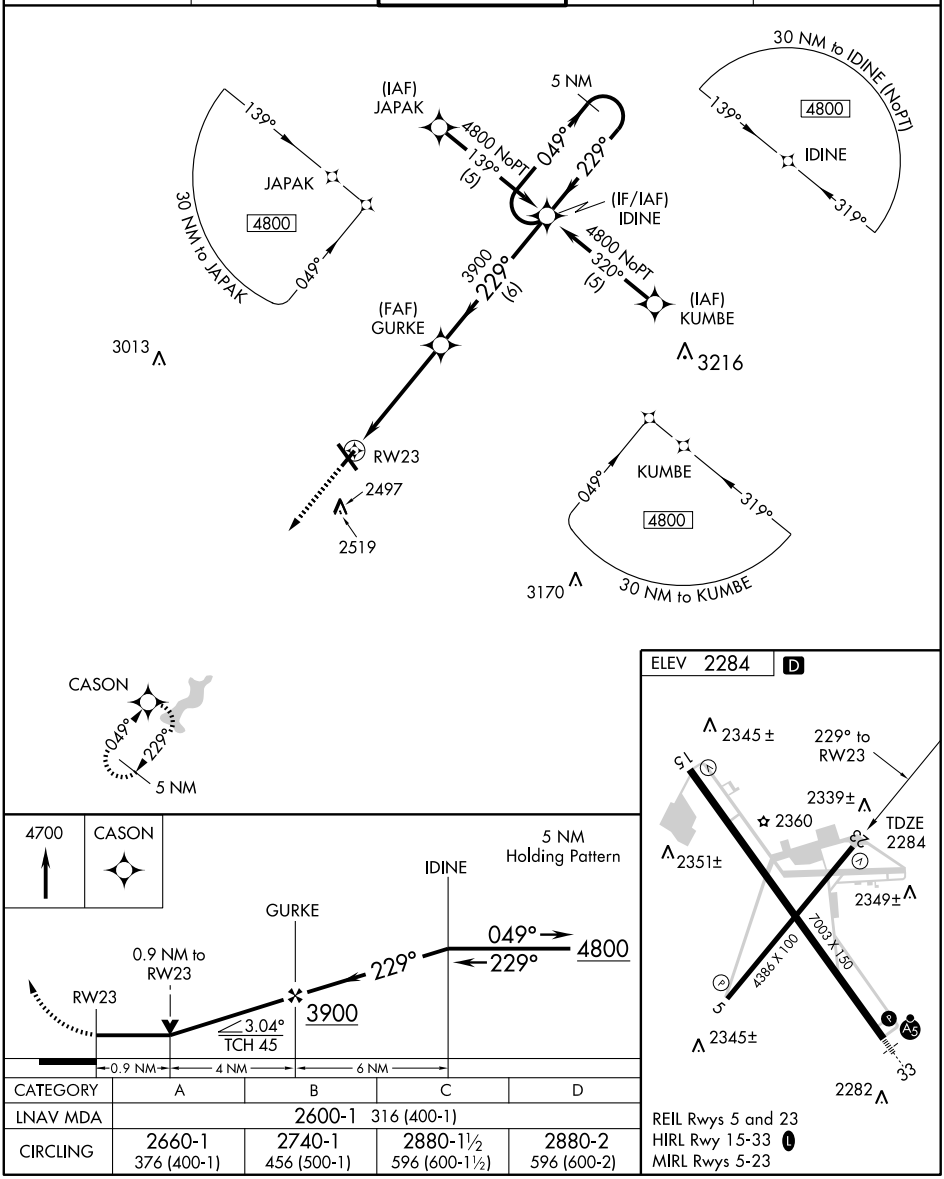
RNAV (GPS) RWY 23

JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 direct CASON and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 61113	334°	TDZE	2281
W33A		Apt Elev	2284

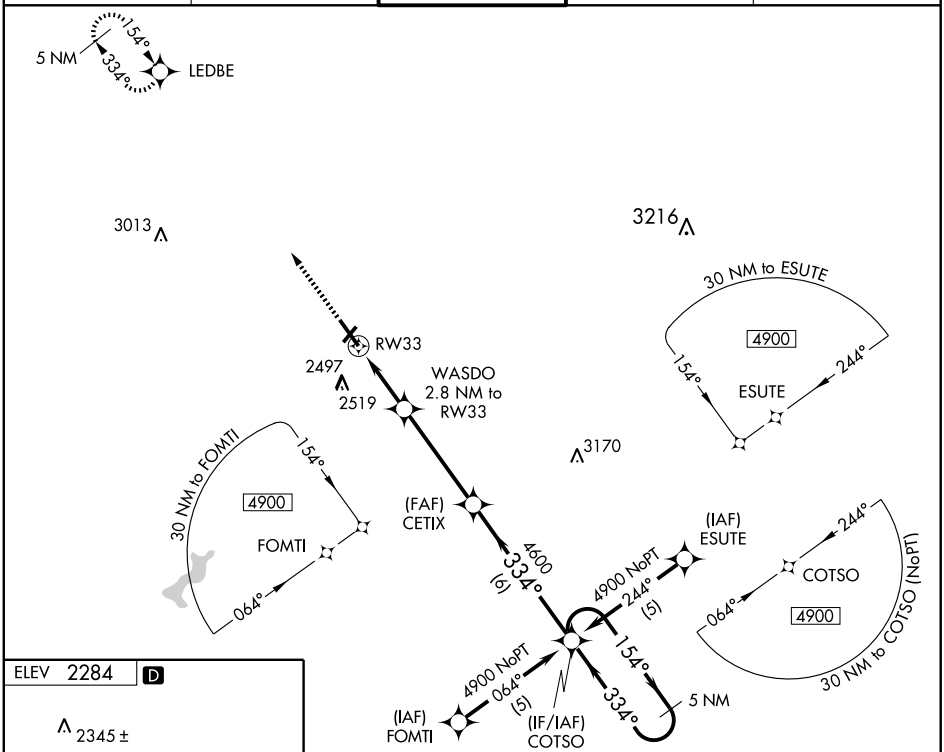
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
RNAV (GPS) RWY 33

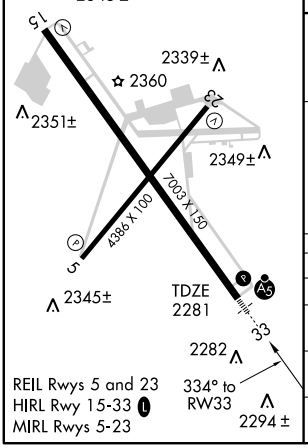
Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

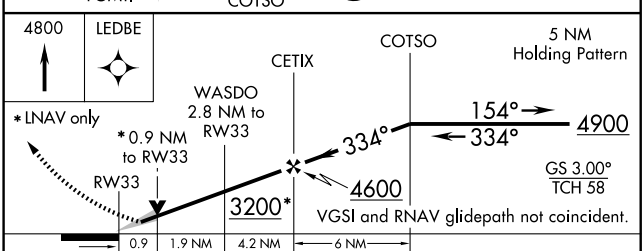
MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2481-½ 200 (200-½)			
LNAV/VNAV DA	2552-½ 271 (300-½)			2552-¾ 271 (300-¾)
LNAV MDA	2600-½ 319 (400-½)			2600-1 319 (400-1)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 15

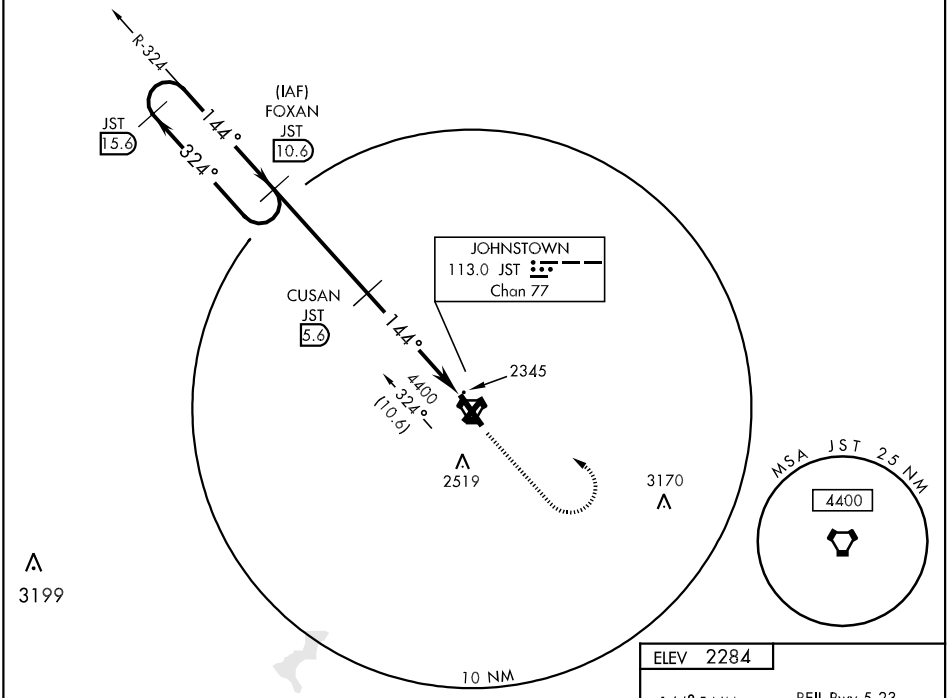
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

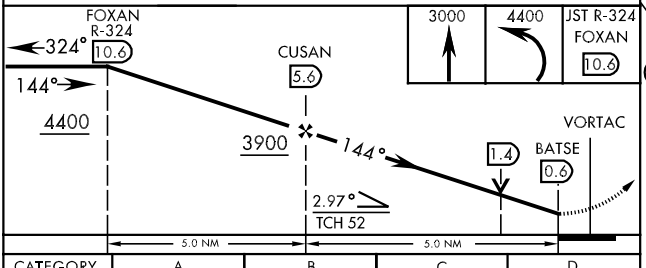
VORTAC JST 113.0 Chan 77	APCH CRS 144°	Rwy Idg 7003 TDZE 2276 Arpt Elev 2284	AL-898 [USAF]

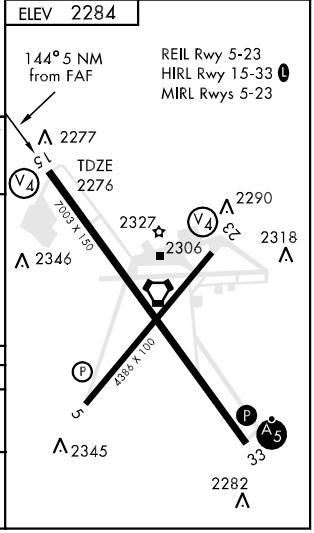
MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325

NE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

40° 19′N-78° 50′W

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
TACAN RWY 15

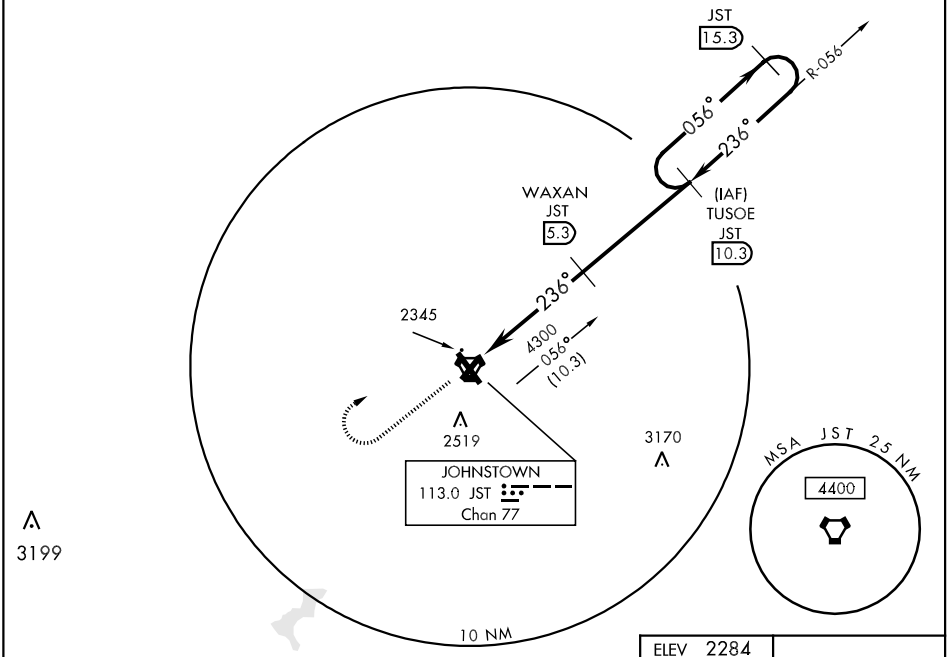
TACAN RWY 23

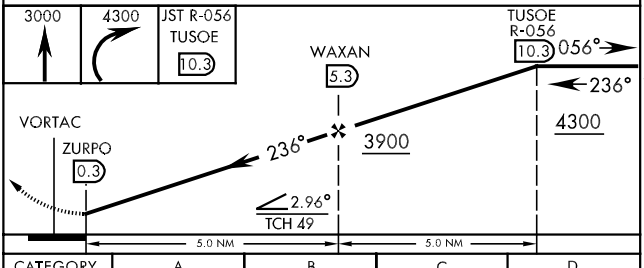
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

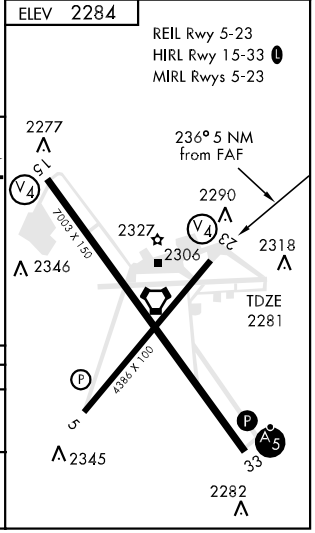
VORTAC JST 113.0 Chan 77	APCH CRS 236°	Rwy Idg 4386 TDZE 2281 Arpt Elev 2284	AL-898 [USAF]

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325







CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

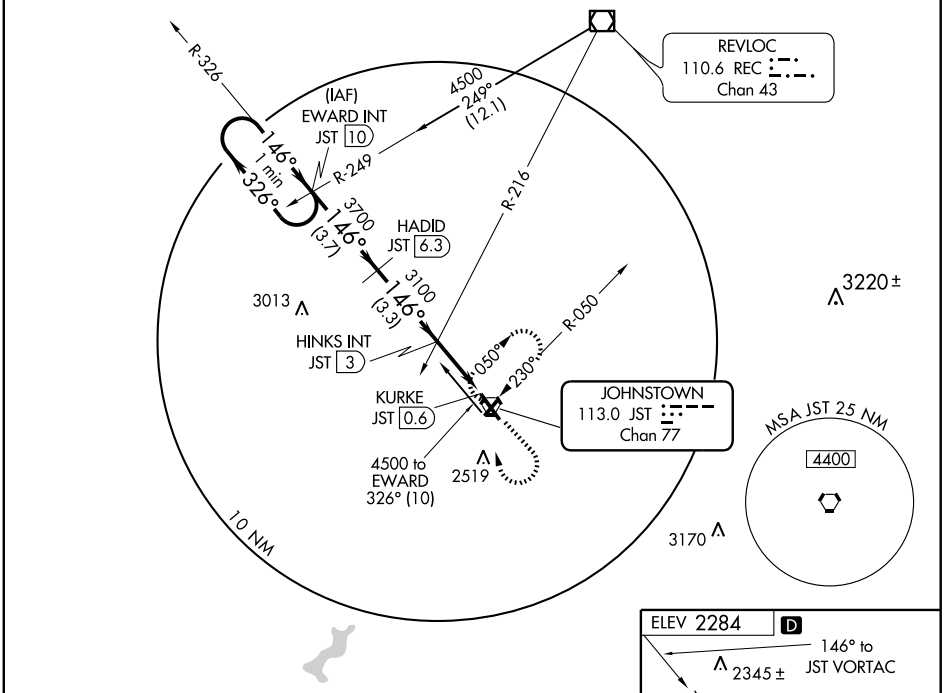
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

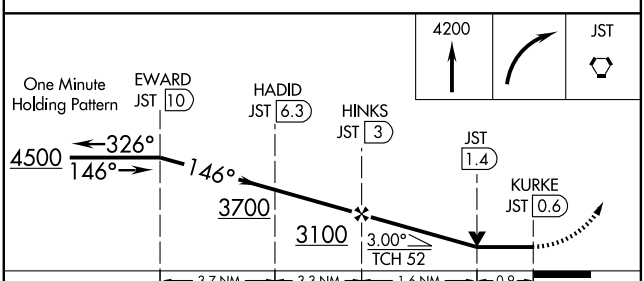
VORTAC JST 113.0 Chan 77	APP CRS 146°	Rwy Idg 7003 TDZE 2276 Apt Elev 2284

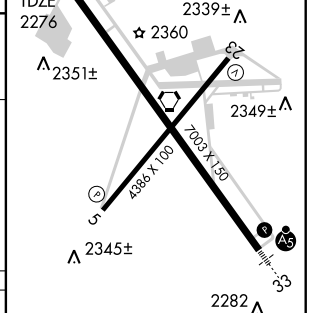
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) VOR/DME RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

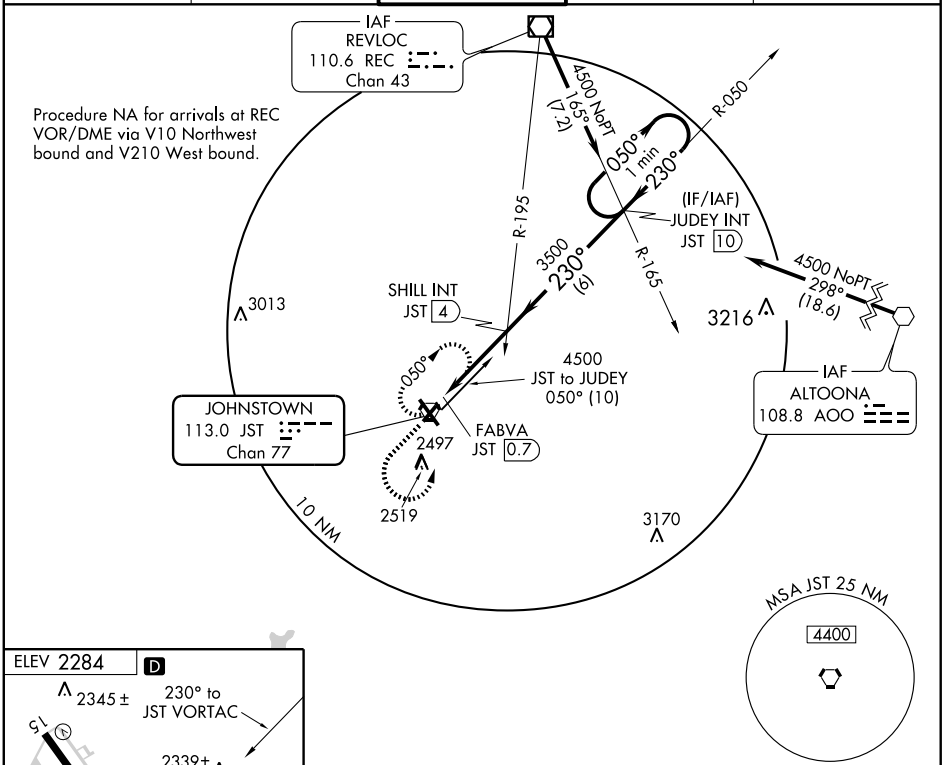
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

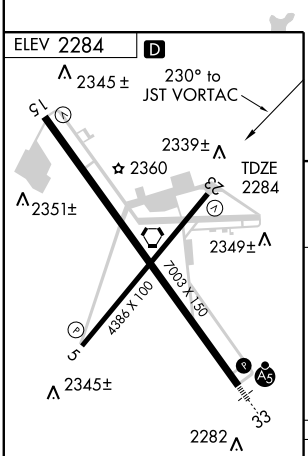
VOR/DME RWY 23

Visibility reduction by helicopters NA.

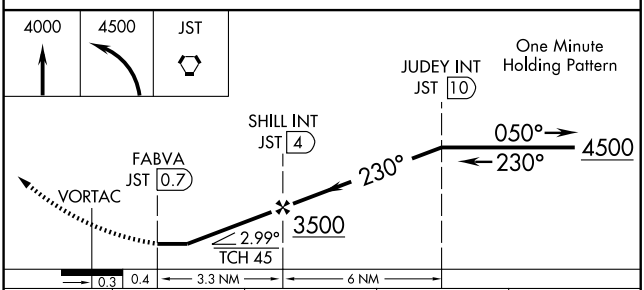
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 042°	Rwy Idg 4386 TDZE 2283 Apt Elev 2284

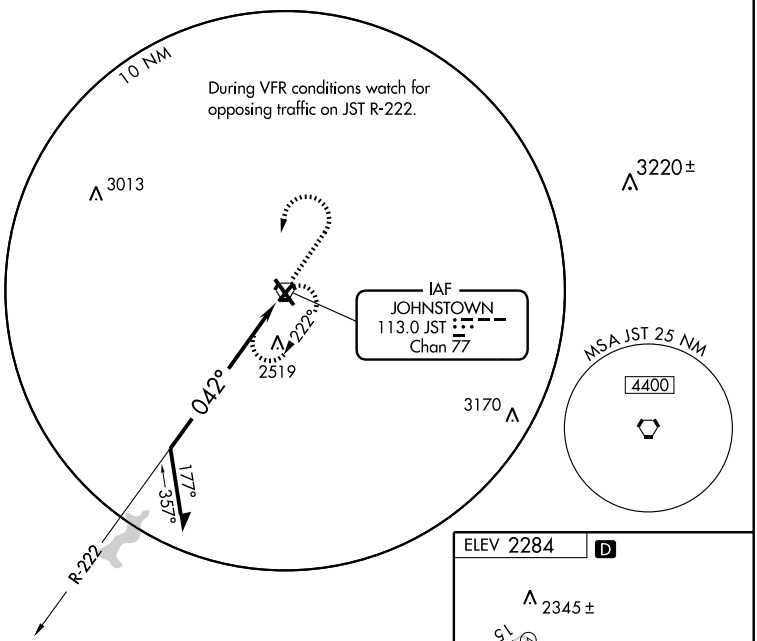
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

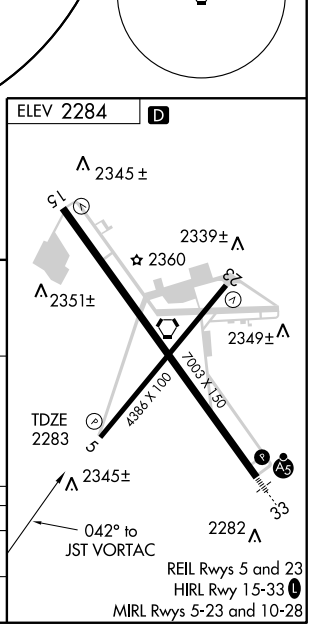
VOR RWY 5

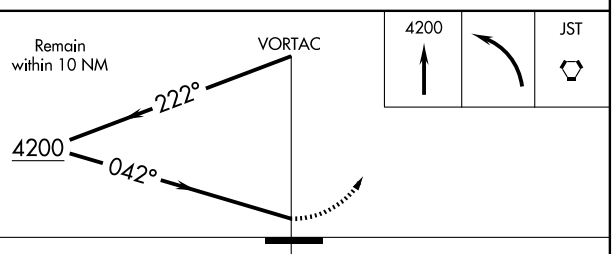
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-5	2880-1 597 (600-1)		2880-1½ 597 (600-1½)	2880-1¾ 597 (600-1¾)
CIRCLING	2880-1 596 (600-1)		2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

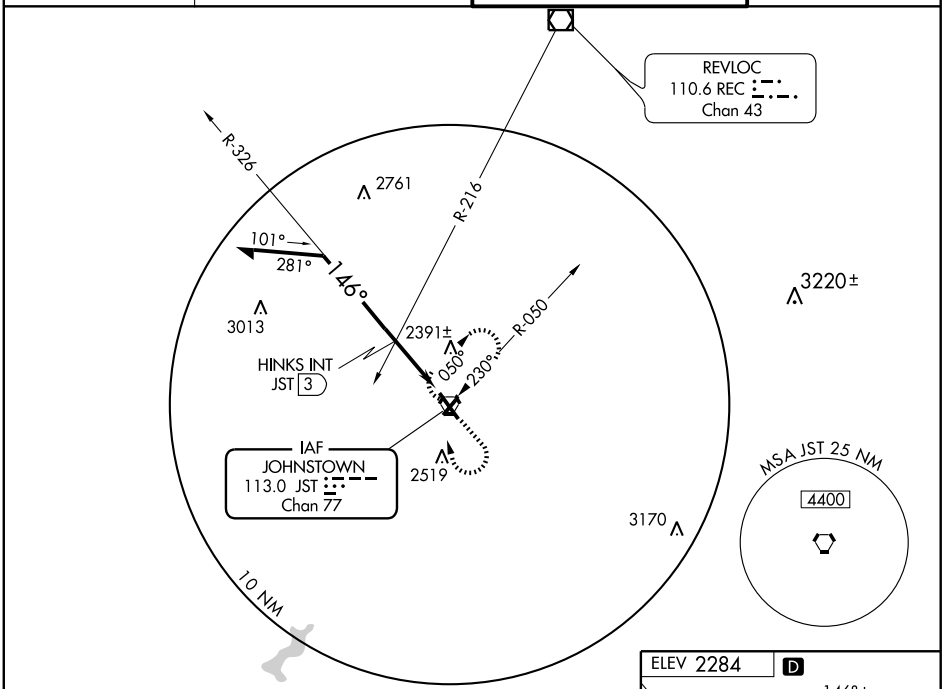
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

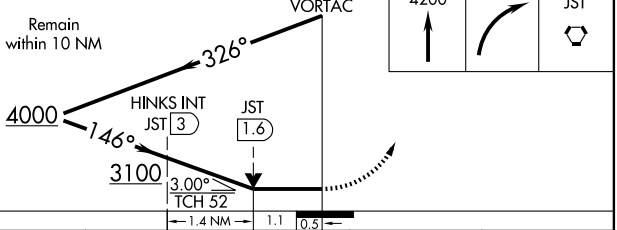
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

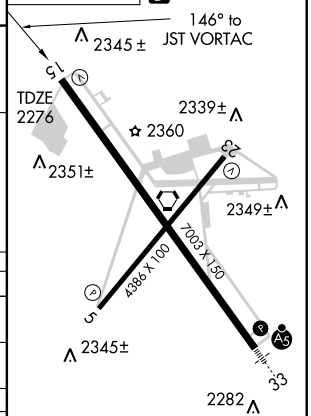
VOR RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-15	3100-1 824 (900-1)	3100-1¼ 824 (900-1¼)	3100-2½ 824 (900-2½)	3100-2¾ 824 (900-2¾)
CIRCLING	3100-1 816 (900-1)	3100-1¼ 816 (900-1¼)	3100-2½ 816 (900-2½)	3100-2¾ 816 (900-2¾)
HINKS FIX MINIMUMS				
S-15	2660-1 384 (400-1)			2660-1¼ 384 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

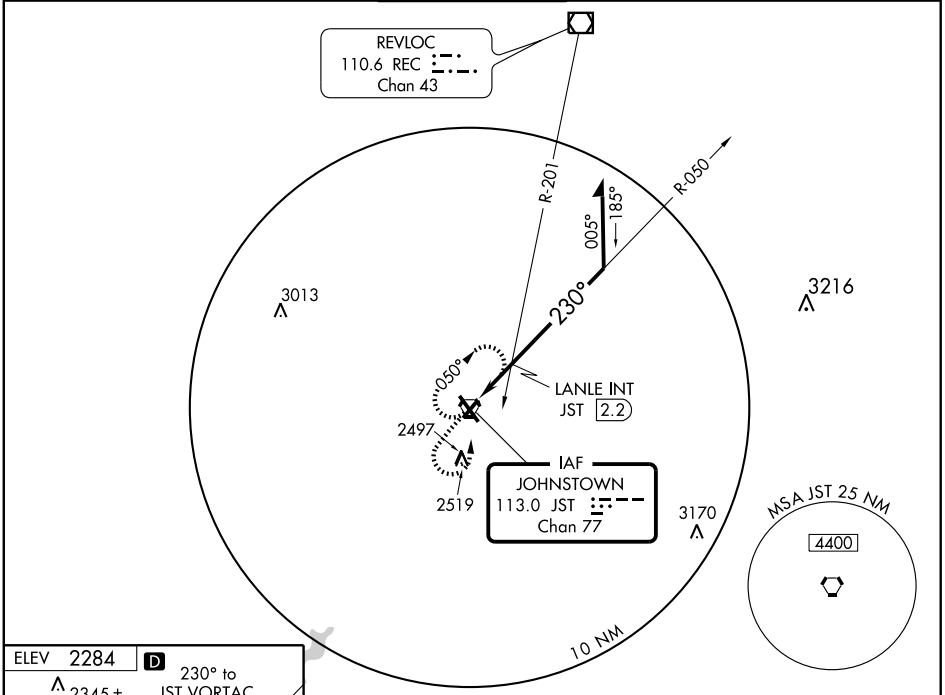
VOR RWY 23

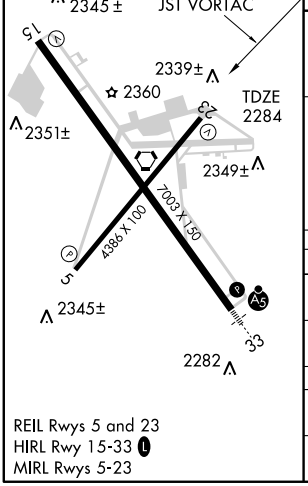
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

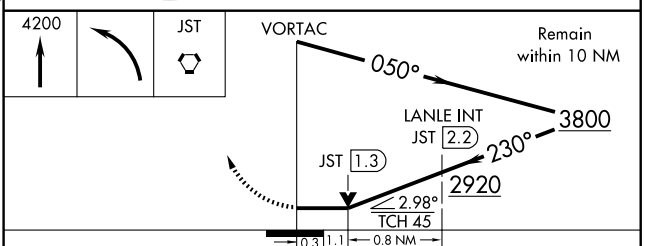
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-23	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS
125.675
LANCASTER TOWER★
120.9 251.1
GND CON
121.8

D

RWY 08-26
S-65, D-92, 2S-117, 2D-146
RWY 13-31
S-65, D-92, 2S-117, 2D-146

76°18.0'W
76°17.5'W
76°17.0'W
40°07.5'N
40°07.0'N

TWR

ELEV 375
26
259.6°
0.3% UP

6934 X 150

13
130.8°
ELEV 394

LAHSO

079.6°
ELEV 395
8

4101 X 100

FIELD ELEV 403

310.8°
31
ELEV 399

TERMINAL
BCN
WEST RAMP
EAST RAMP

VAR 11.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Λ 492

AL-927 (FAA)

LANCASTER (LNS)
LANCASTER, PENNSYLVANIA

LANCASTER (LNS) 4 N UTC−5(−4DT) N40°07.34′ W76°17.66′ **NEW YORK**

403 B S4 **FUEL** 100LL, JET A OX 4 TPA–1403 (1000) Class II, ARFF Index A **H–10H, 12J, L–29E, 34G, A**

NOTAM FILE LNS **IAP, AD**

RWY 08–26: H6934X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146 HIRL 0.3% up W

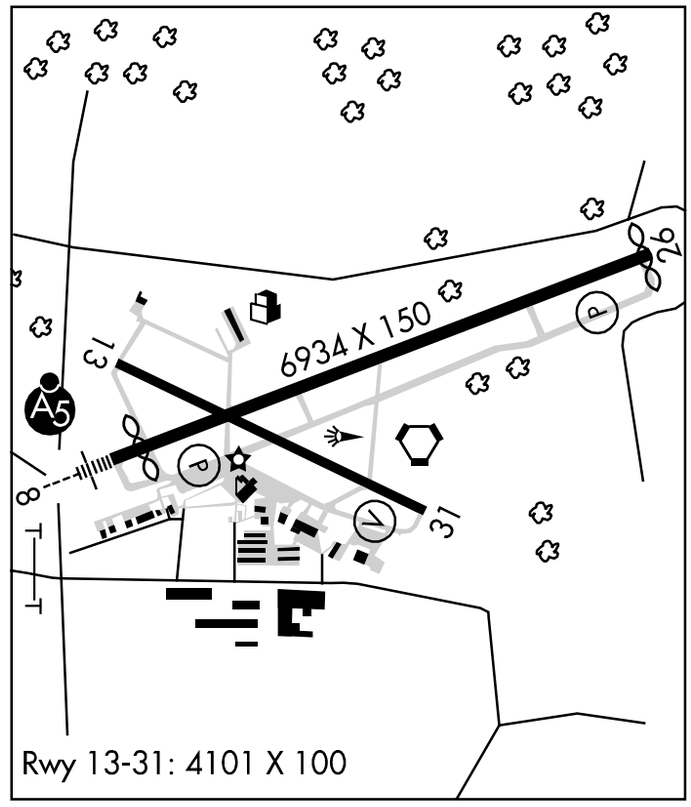
RWY 08: MALSR. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 358′. Road.

RWY 26: PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 59′.

RWY 13–31: H4101X100 (ASPH) S–65, D–92, 2S–117, 2D–146 MIRL

RWY 13: Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	13–31	5190

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 08: TORA–6934 TODA–6934 ASDA–6475 LDA–6117

RWY 13: TORA–4102 TODA–4102 ASDA–4102 LDA–4102

RWY 26: TORA–6934 TODA–6934 ASDA–6384 LDA–6325

RWY 31: TORA–4102 TODA–4102 ASDA–4102 LDA–4102

AIRPORT REMARKS: Attended Mon—Fri 1100–0300Z‡, Sat 1200–0100Z‡, Sun 1200–0300Z‡. AER 31 safety area unavbl due to reconstruction project. Rwy lgts and MALSR unmonitored when twr clsd. No edge lgts on Twy N, reflectors only. PPR 24 hours for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. When twr clsd ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, MIRL Rwy 13–31, REIL Rwy 31, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (717) 569–8860.

COMMUNICATIONS: CTAF 120.9 **ATIS** 125.675 **UNICOM** 122.95

RCO 122.1R 117.3T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 126.45

TOWER 120.9 (1100–0400Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

(L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ at fld. 399/09W.

VOR unusable:

195°–220° byd 25 NM blo 3000′

221°–273° byd 21 NM blo 4500′

320°–340° byd 18 NM blo 5000′

320°–340° byd 25 NM blo 6000′

DME unusable 331°–039° byd 30 NM.

ILS 108.7 I–LNS Rwy 08. Class IE ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance TF 800–932–0712.

LATLE N40°10.69′ W77°00.34′ NOTAM FILE CXY.

NDB (LOM) 219 CX 083° 7.5 NM to Capital City. Unmonitored when Capital City twr clsd.

ILS or LOC RWY 8

LANCASTER (LNS)

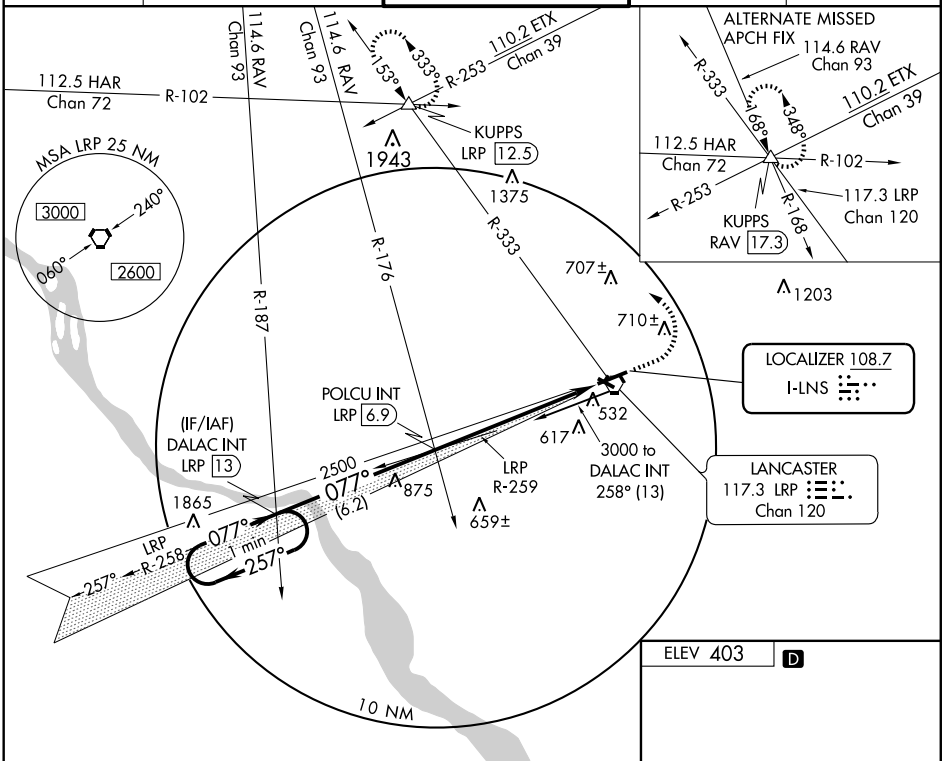
LOC I-LNS	APP CRS	Rwy ldg	6117
108.7	077°	TDZE	399
		Apt Elev	403

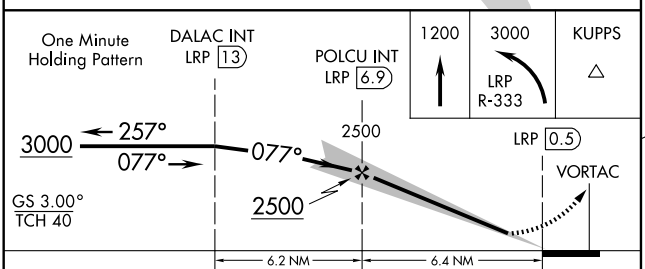
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

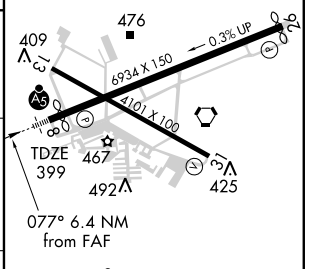
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 8	599-¾ 200 (200-¾)			
S-LOC 8	840-1 441 (500-1)		840-1¼ 441 (500-1¼)	840-1½ 441 (500-1½)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6117
CH 77915	077°	TDZE	399
W08A		Apt Elev	403

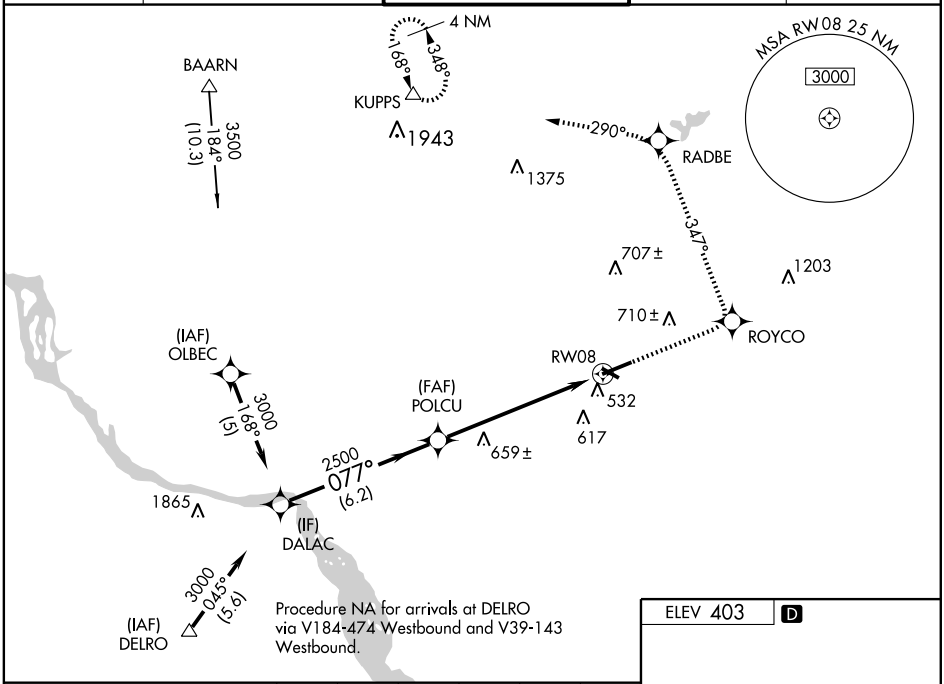
RNAV (GPS) RWY 8
LANCASTER (LNS)

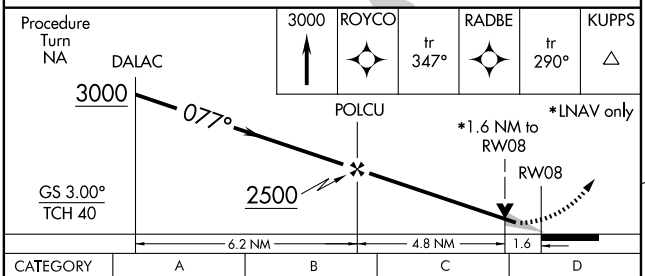
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

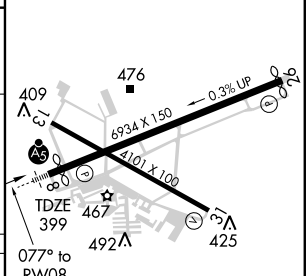
MALSR

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	649-1 250 (300-1)			
LNAV/VNAV DA	879-1¾ 480 (500-1¾)			
LNAV MDA	940-1 541 (600-1)		940-1½ 541 (600-1½)	940-1¾ 541 (600-1¾)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

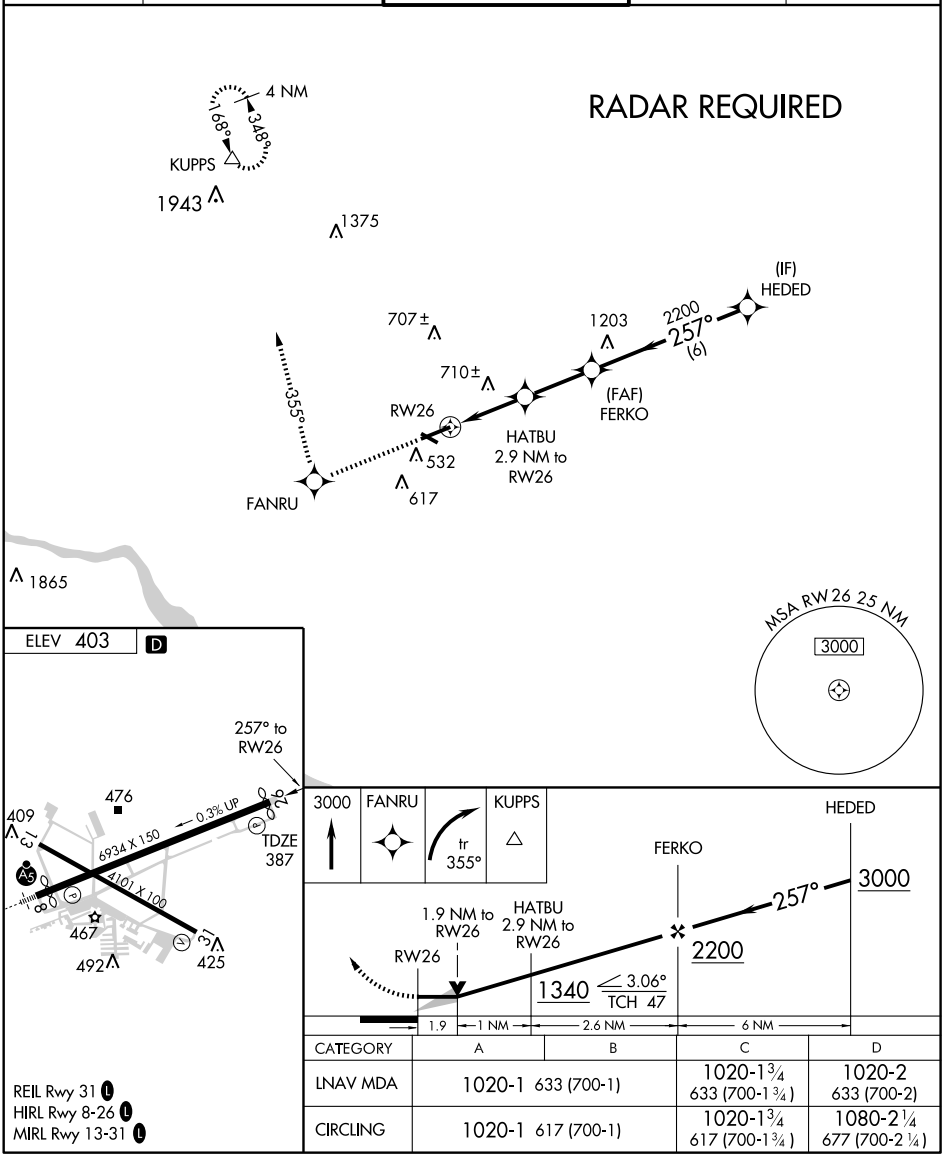
APP CRS	Rwy ldg	6325
257°	TDZE	387
	Apt Elev	403

RNAV (GPS) RWY 26
LANCASTER (LNS)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

RNAV (GPS) RWY 31
LANCASTER (LNS)

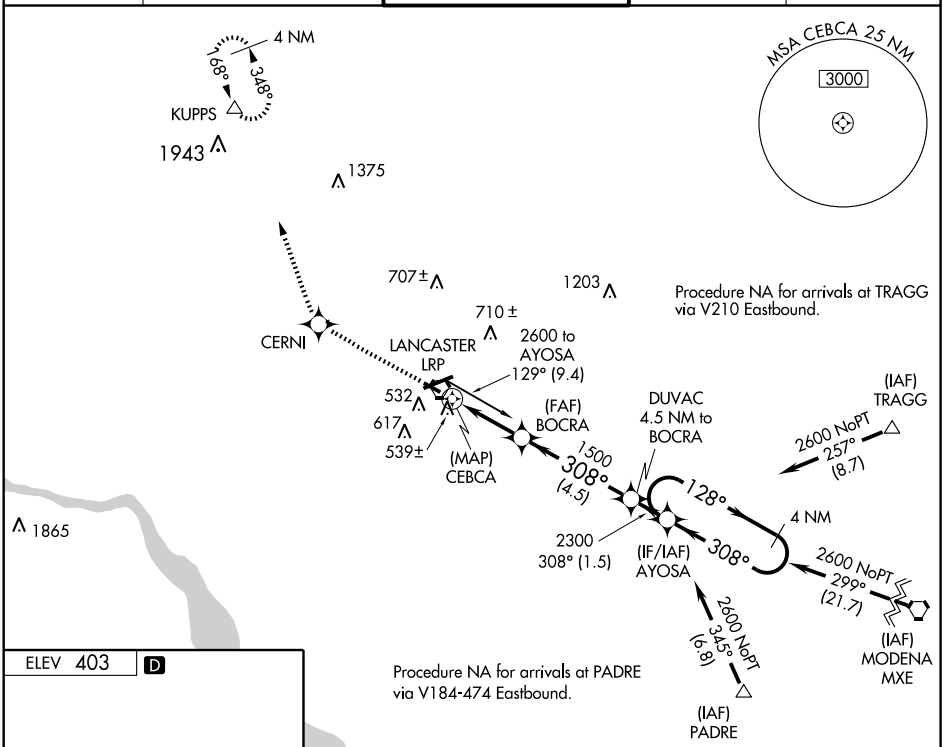
APP CRS	Rwy ldg	4102
308°	TDZE	403
	Apt Elev	403

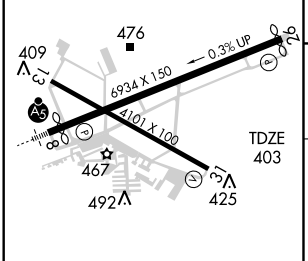
T
NA

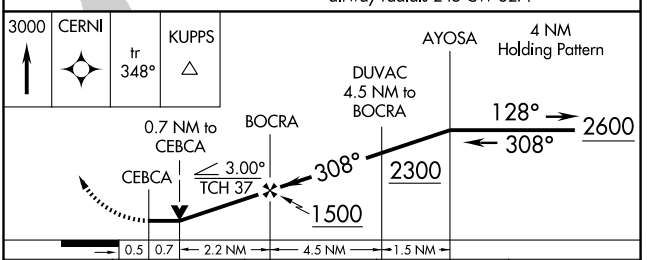
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 397 (400-1)			800-1¼ 397 (400-1¼)
CIRCLING	920-1 517 (600-1)		920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg 6117
117.3	090°	TDZE 399
Chan 120		Apt Elev 403

VOR/DME RWY 8

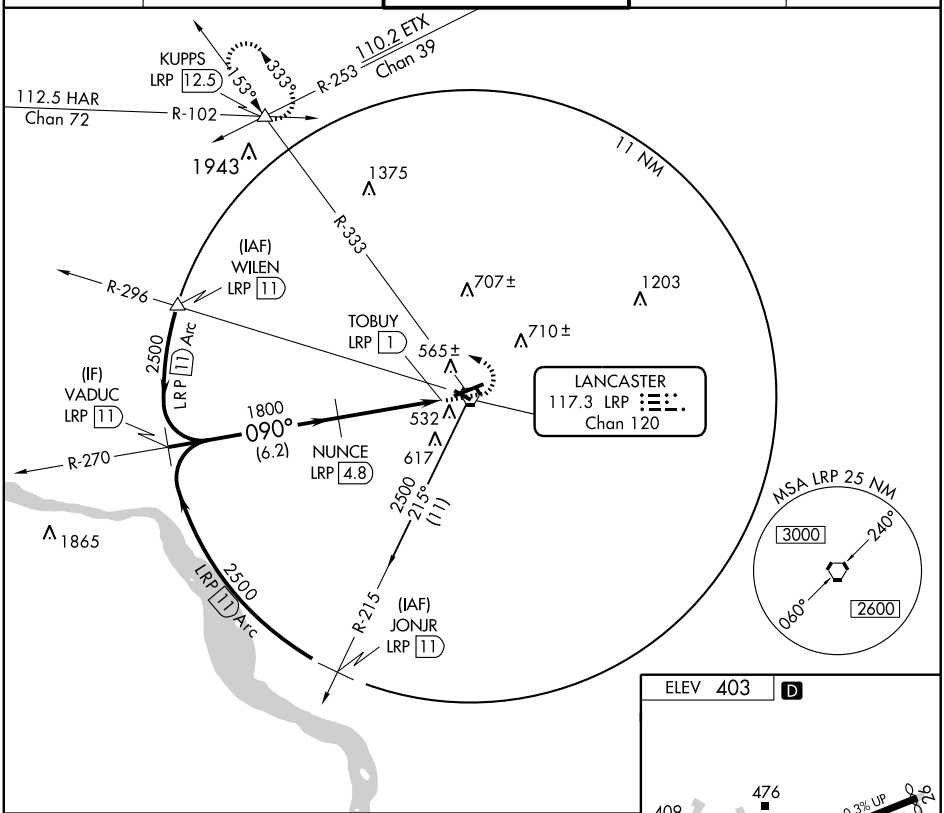
LANCASTER (LNS)

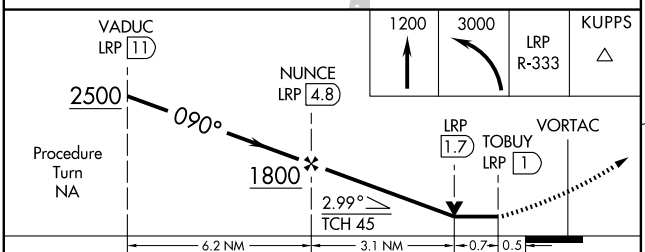
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility ¼ mile.

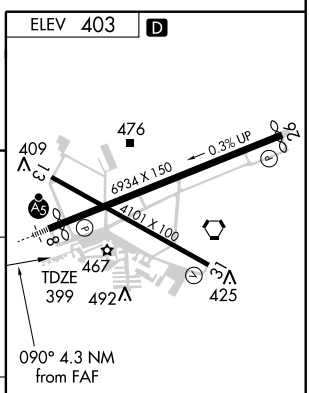
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy ldg	6325
117.3	247°	TDZE	387
Chan 120		Apt Elev	403

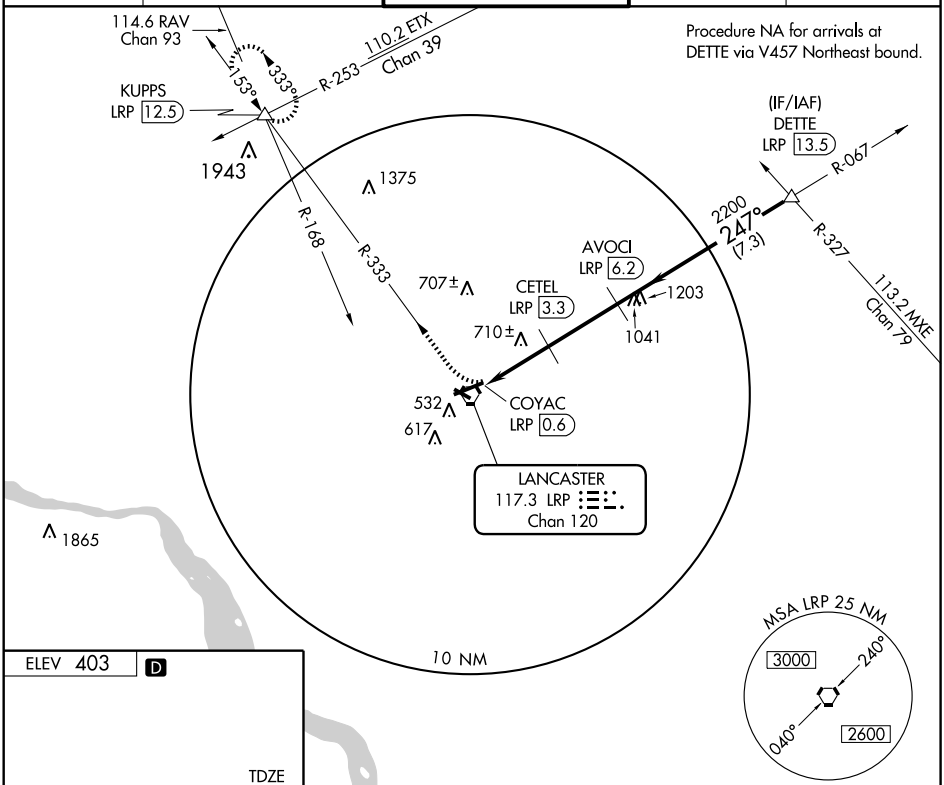
VOR/DME RWY 26

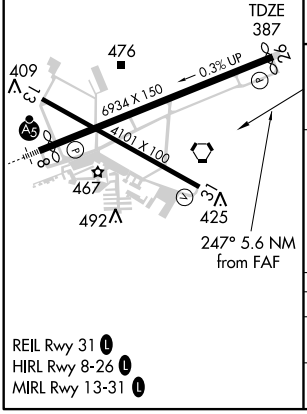
LANCASTER (LNS)

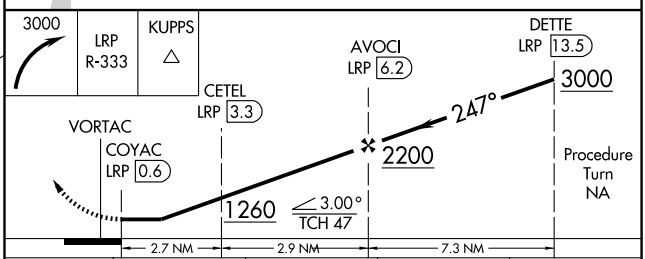
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-26	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

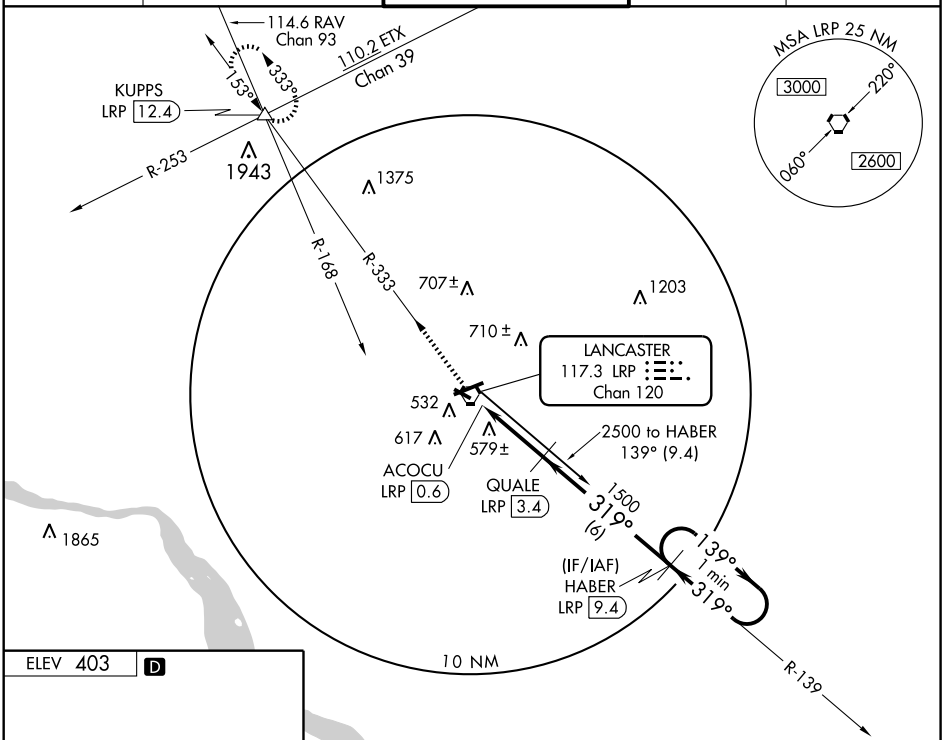
VORTAC LRP	APP CRS	Rwy ldg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

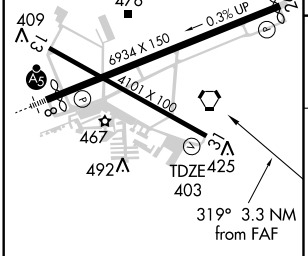
VOR/DME RWY 31
LANCASTER (LNS)

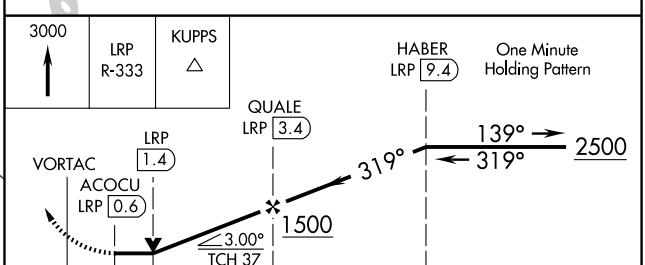
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 8

LANCASTER (LNS)

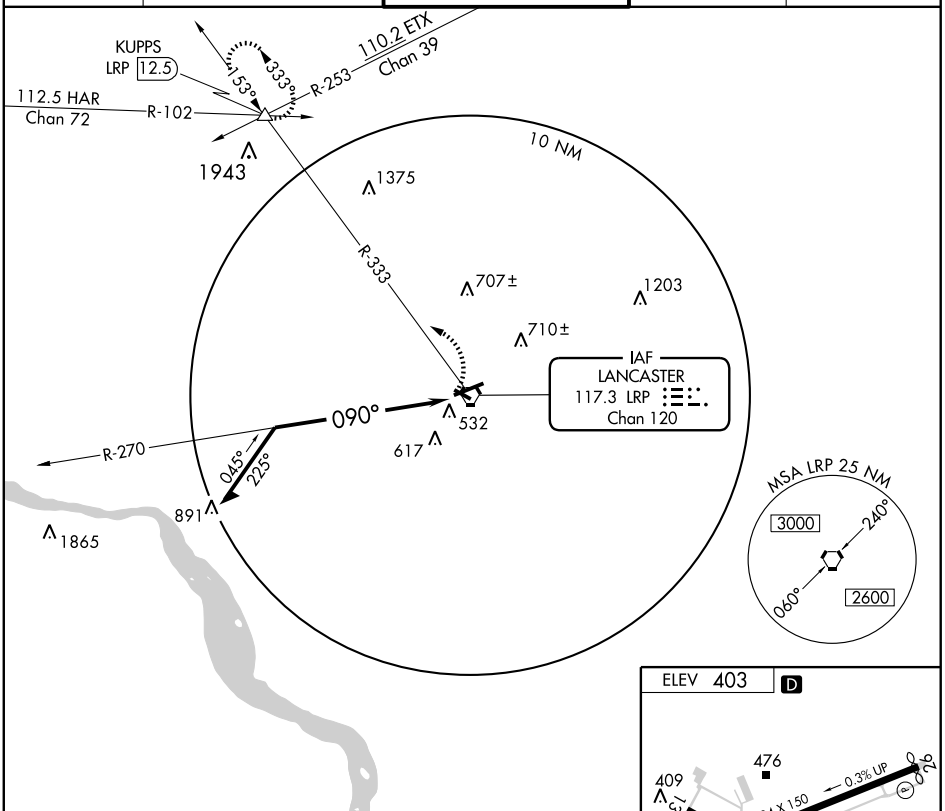
VORTAC LRP	APP CRS	Rwy Idg	6117
117.3	090°	TDZE	399
Chan 120		Apt Elev	403

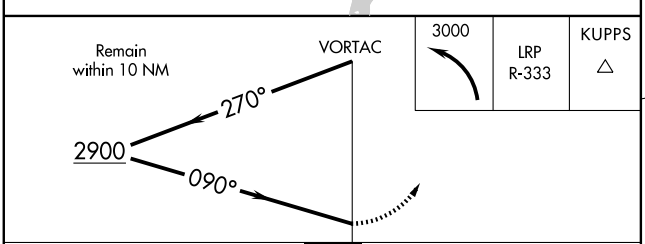
Inoperative table does not apply.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

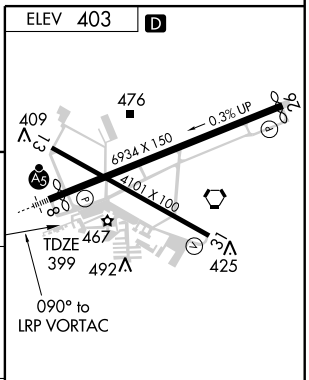
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3 1001 (1000-3)	
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3 997 (1000-3)	

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

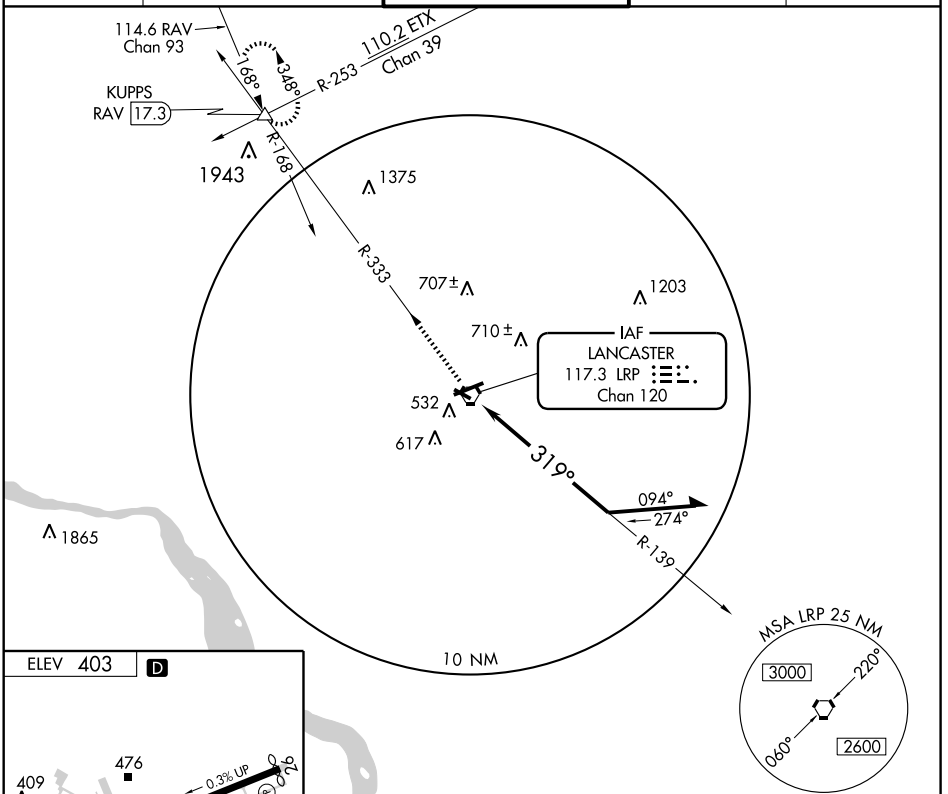
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

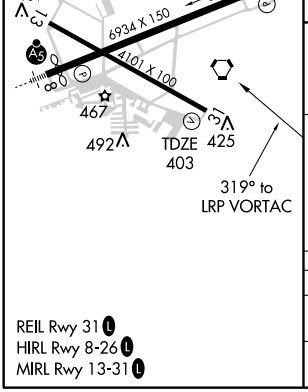
VORTAC LRP	APP CRS	Rwy Idg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

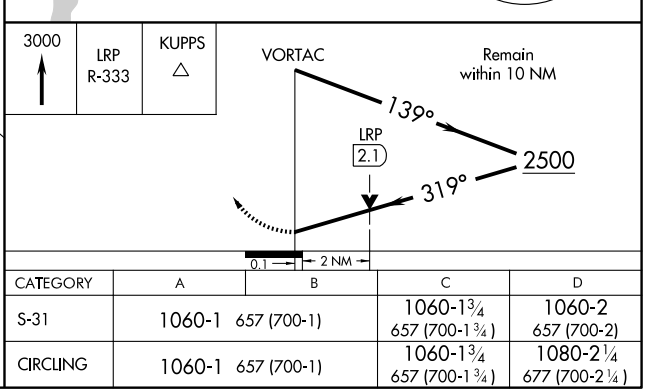
VOR RWY 31
LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1060-2 657 (700-2)
CIRCLING	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1080-2¼ 677 (700-2¼)

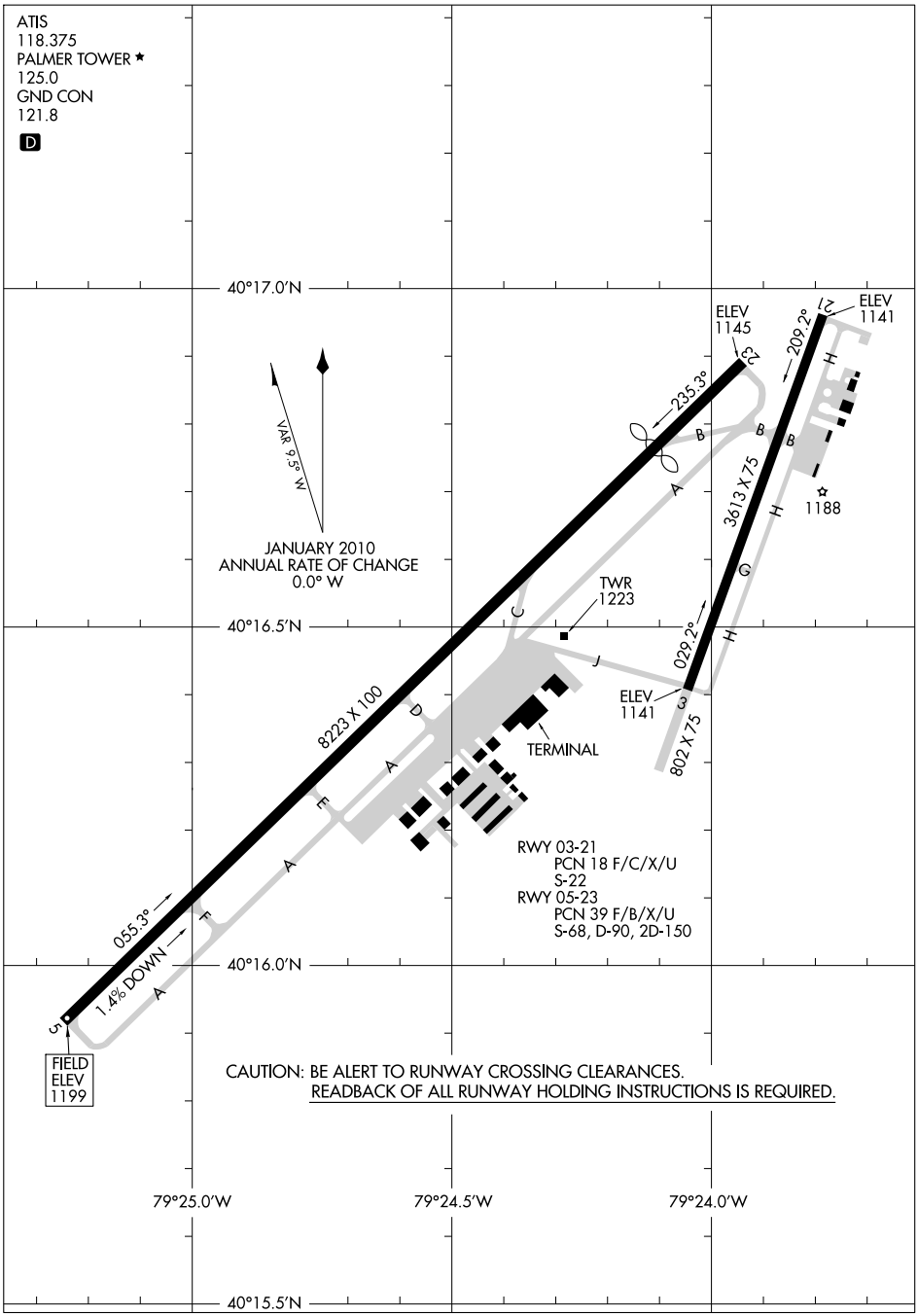
REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LATROBE, PENNSYLVANIA
LATROBE/ARNOLD PALMER RGNL (LBE)

10210

LATROBE

ARNOLD PALMER RGNL (LBE) 2 SW UTC−5(−4DT) N40°16.48′ W79°24.41′ **DETROIT**

1199 B S4 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index A. NOTAM FILE LBE **H–10H, 12I, L–29C**

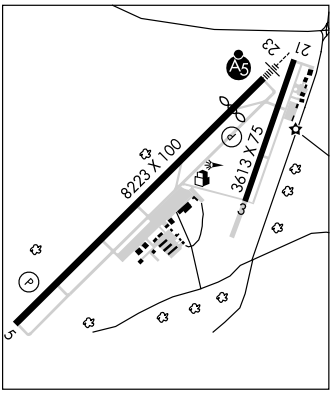
RWY 05–23: H8223X100 (ASPH–GRVD) S–68, D–90, 2S–114, 2D–150 PCN 39 F/B/X/U HIRL **IAP, AD**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees. 1.4% down.

RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 850′. Rgt tfc.

RWY 03–21: H3613X75 (ASPH) S–22 PCN 18 F/C/X/U MIRL

RWY 03: Pole.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–3609	TODA–3609	ASDA–3609	LDA–3609
RWY 05:	TORA–8223	TODA–8223	ASDA–8223	LDA–8223
RWY 21:	TORA–3609	TODA–3609	ASDA–3609	LDA–3609
RWY 23:	TORA–8223	TODA–8223	ASDA–8223	LDA–7373

AIRPORT REMARKS: Attended continuously. Rwy 03–21 CLOSED to air carrier acft. Deer and birds on and invof arpt. Twy J restricted to acft with a wingspan less than 49′. NSTD Rwy 03 thld bar located on blast pad and not in proper location; blast pad chevrons are incomplete. MIRL Rwy 03–21, Twys J, G, H and Twy B west of Rwy 03–21 unavailable when twr clsd. Rwy 23 MALSR OTS when twr open. When twr clsd ACTIVATE HIRL Rwy 05–23, REIL Rwy 05 and MALSR Rwy 23, Twy lgts A, B, C and D—CTAF. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 118.375 724–537–0671.

COMMUNICATIONS: CTAF 125.0 **ATIS** 118.375

CLEVELAND CENTER APP/DEP CON 124.4

PALMER TOWER 125.0 (1115–0300Z‡)

GND CON 121.8

AIRSPACE: CLASS D svc 1115–0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 359°18.1 NM to fld. 2820/06W.

BENJE NDB (NHW) 382 BHU N40°22.53′ W79°16.30′ 233° 8.7 NM to fld. NOTAM FILE LBE.

ILS 110.9 I–LBE Rwy 23. Class IE. ILS unmonitored when twr clsd.

LAZY B RANCH (See DOVER)

LEBANON

KELLER BROTHERS (Ø8N) 5 SE UTC−5(−4DT) N40°17.51′ W76°19.73′ **NEW YORK**

550 B NOTAM FILE IPT

RWY 07–25: 2635X120 (TURF) LIRL (NSTD)

RWY 07: Thld dsplcd 275′. Tree. **RWY 25:** Thld dsplcd 600′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE rotating beacon and wind indicator lgt and LIRL Rwy 07–25—121.9. Rwy 07–25 NSTD LIRL; rwy ends identified by 2 strobe lgts and NSTD thld lgt fixtures. Rwy 07–25 outlined with lights and yellow panels. ACTIVATE rotating bcn and LIRL Rwy 07–25—121.9.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

LEEHI N40°35.15′ W75°32.97′ NOTAM FILE ABE.

NDB (LOM) 400 AB 061°6.4 NM to Lehigh Valley Intl.

LEHIGHTON

BELTZVILLE (14N) 3 E UTC−5(−4DT) N40°50.66′ W75°38.13′ **NEW YORK**

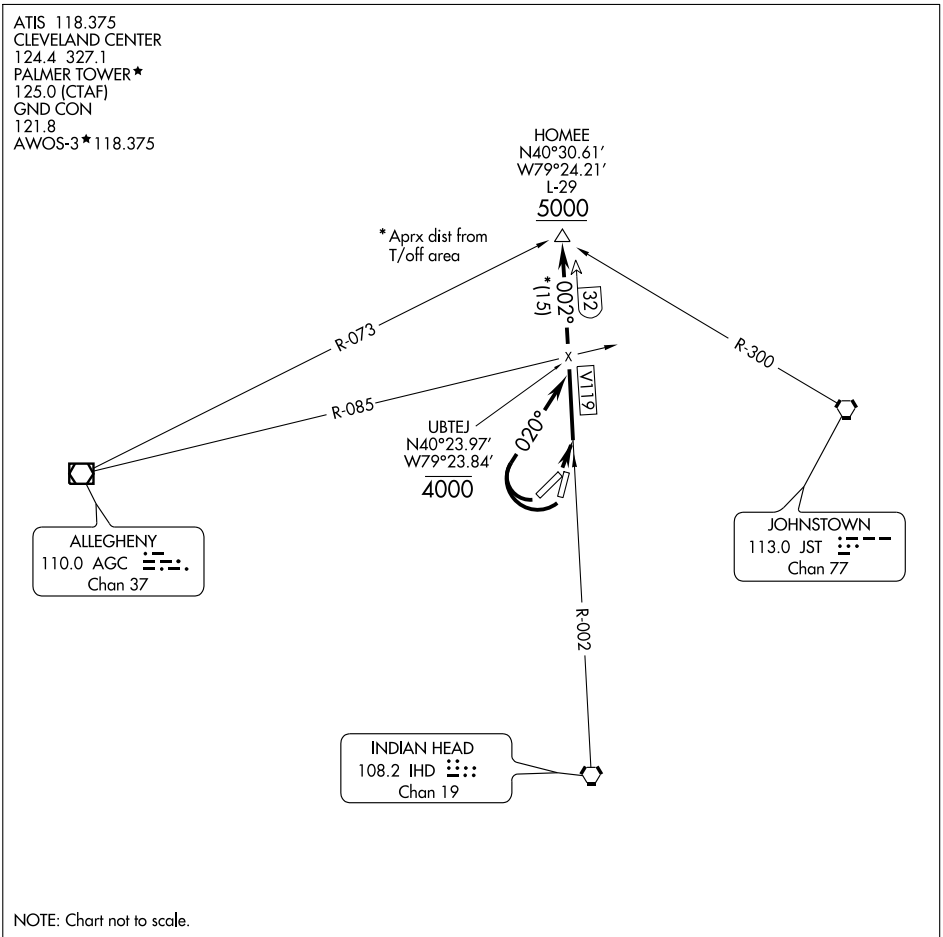
899 S2 **FUEL** 100LL NOTAM FILE IPT

RWY 08–26: 2020X100 (TURF) S–5

RWY 08: Thld dsplcd 360′. Road. **RWY 26:** Fence.

AIRPORT REMARKS: Attended irregularly. For svc call 610–377–4887. Ultralights on and invof arpt. Rwy 08–26 not plowed during winter months. Rwy 08–26 thlds marked with white markers; north side of rwy and dsplcd thlds marked with lime/paint.

COMMUNICATIONS: CTAF 122.9



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence . . . .

. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LBE	APP CRS	Rwy Idg	7373
110.9	233°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 23

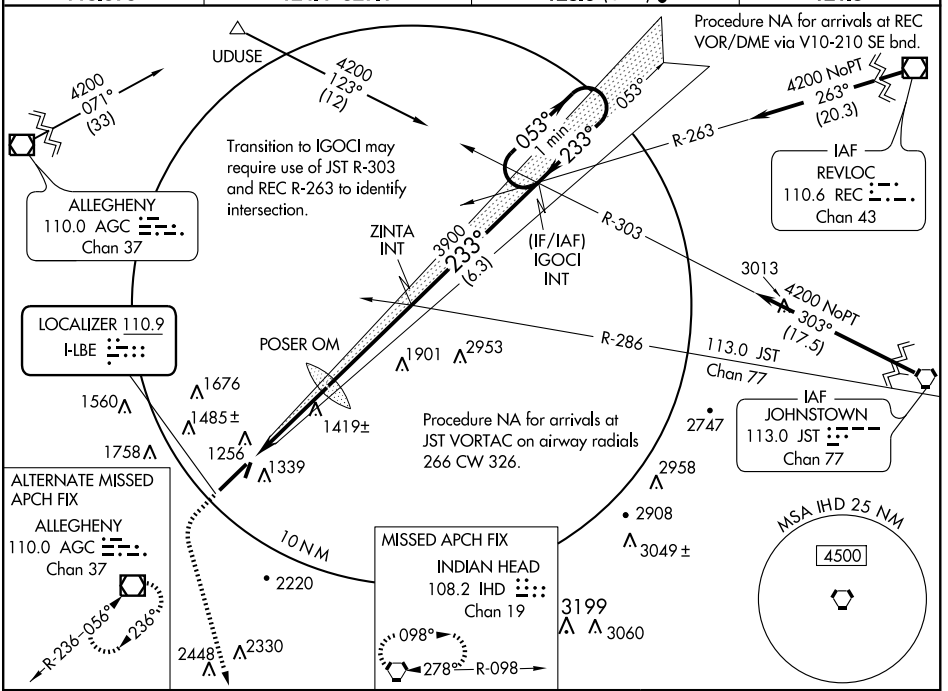
LATROBE/ARNOLD PALMER RGNL (LBE)

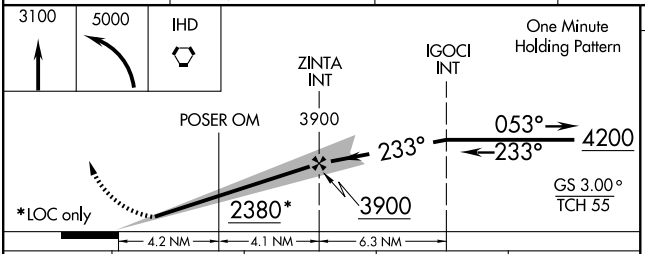
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

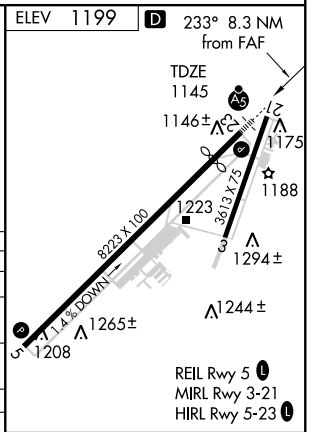
MALSR

MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-ILS 23	1345-½ 200 (200-½)			
S-LOC 23	2380-1¼ 1235 (1200-1¼)		2380-2½ 1235 (1200-2½)	
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 23	1680-½ 535 (500-½)		1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1 521 (600-1)		1780-1½ 581 (600-1½)	1800-2 601 (700-2)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NDB BHU	APP CRS	Rwy Idg	7373
382	233°	TDZE	1145
		Apt Elev	1199

NDB RWY 23

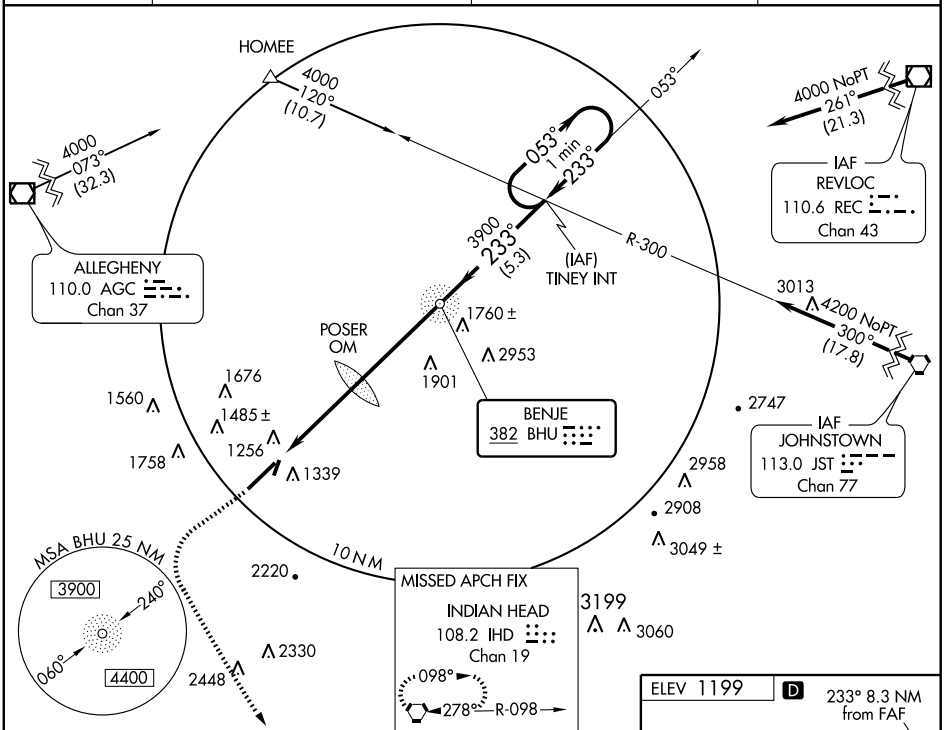
LATROBE/ ARNOLD PALMER RGNL (LBE)

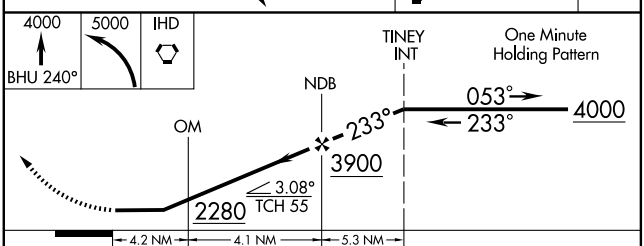
T Circling not authorized SE of Rwy 3-21.
A Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

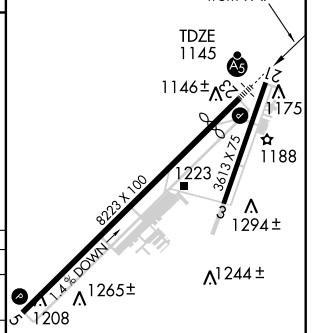
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





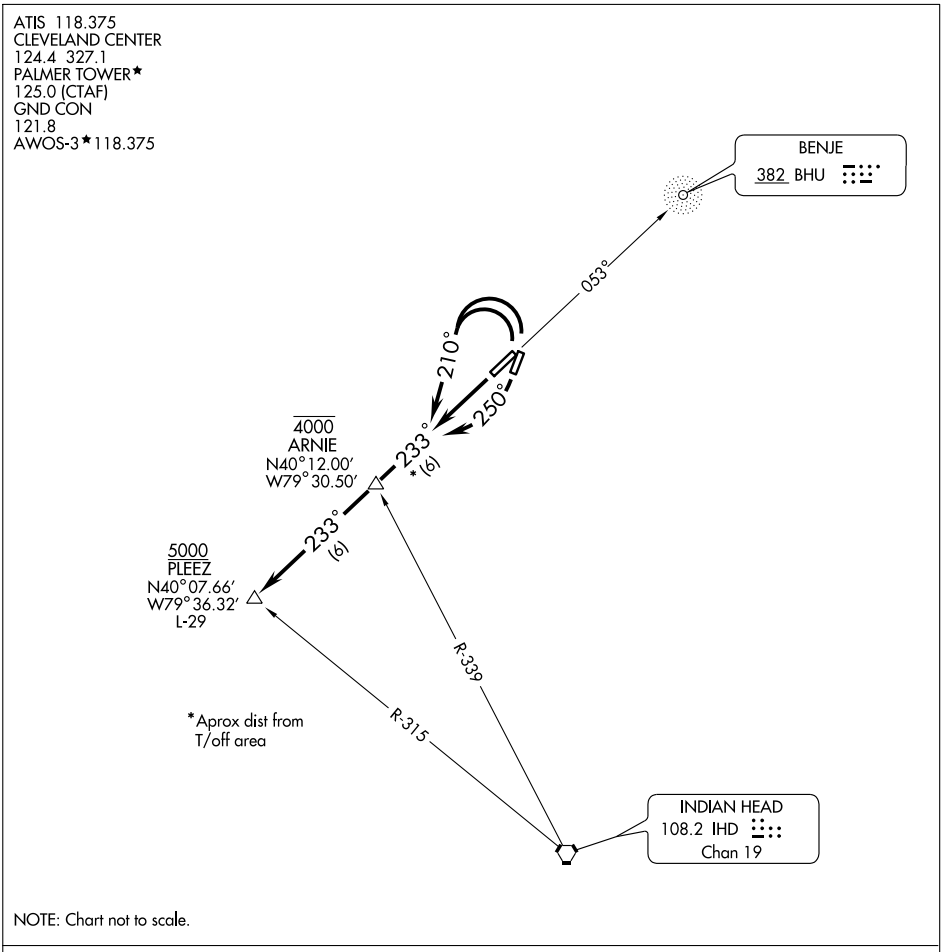


CATEGORY	A	B	C	D
S-23	2280-1¼ 1135 (1100-1¼)	2280-1½ 1135 (1100-1½)	2280-3 1135 (1100-3)	
CIRCLING	2280-1¼ 1081 (1100-1¼)	2280-1½ 1081 (1100-1½)	2280-3 1081 (1100-3)	
OM MINIMUMS				
S-23	2000-1 855 (900-1)	2000-1¼ 855 (900-1¼)	2000-2½ 855 (900-2½)	2000-2¾ 855 (900-2¾)
CIRCLING	2000-1 801 (900-1)	2000-1¼ 801 (900-1¼)	2000-2½ 801 (900-2½)	2000-2¾ 801 (900-2¾)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PLEEZ TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8223
053°	TDZE	1199
	Apt Elev	1199

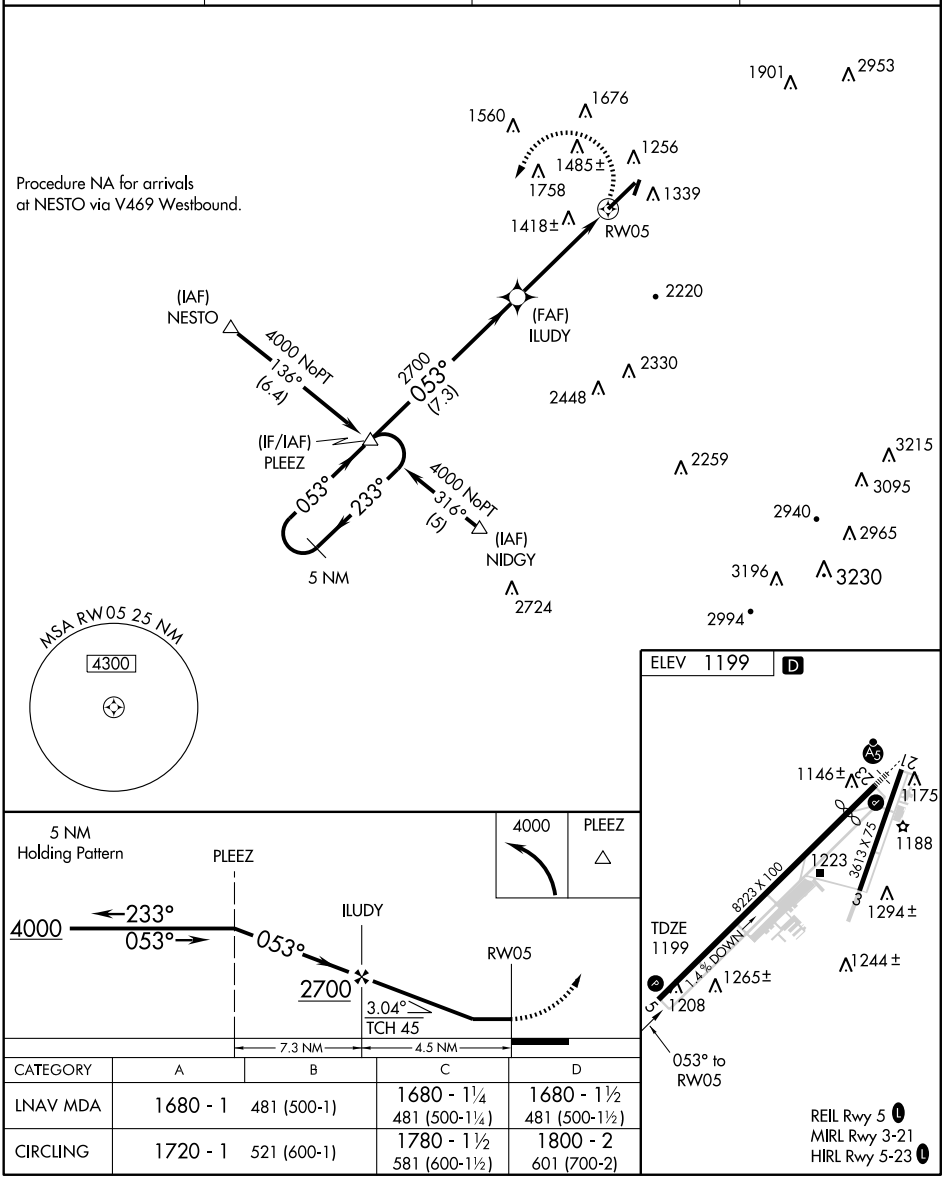
RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8



CATEGORY	A	B	C	D
LNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7373
CH 70499	233°	TDZE	1145
W23A		Apt Elev	1199

RNAV (GPS) RWY 23

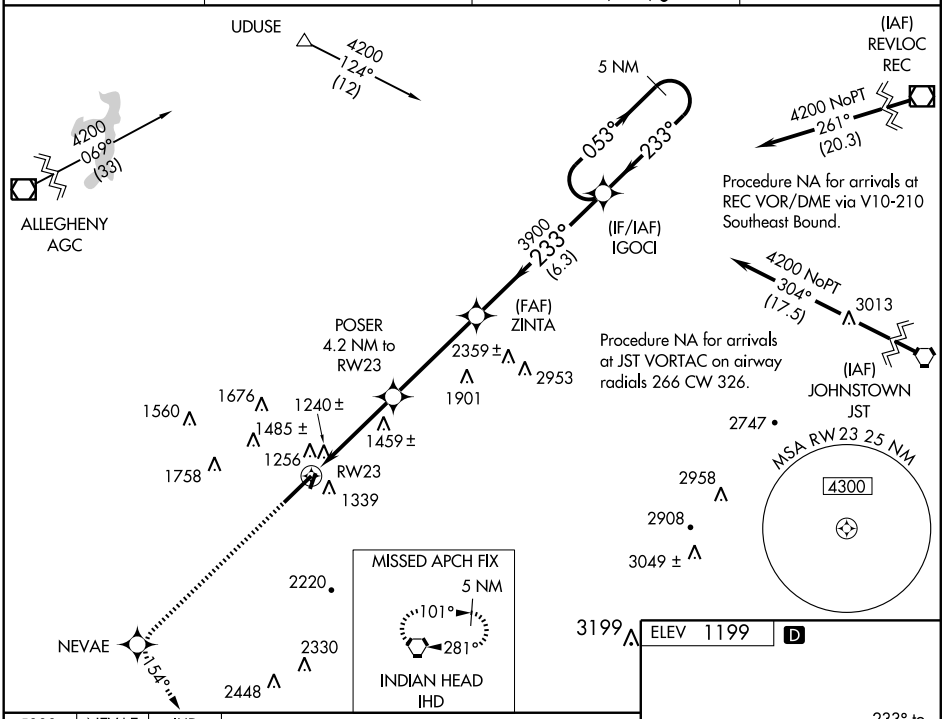
LATROBE/ARNOLD PALMER RGNL (LBE)

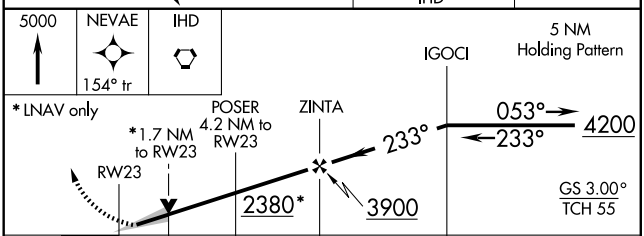
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

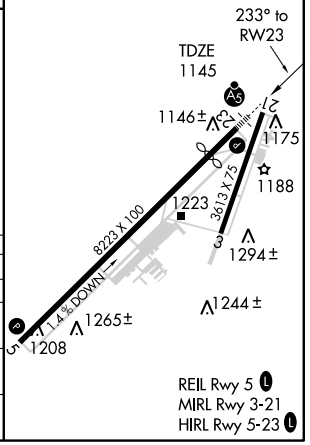
MALSR

MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8



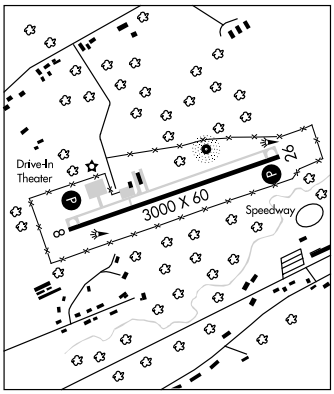




CATEGORY	A	B	C	D
LPV DA	1420 - ½ 275 (300-½)			
LNAV/VNAV DA	1544 - 1 399 (400-1)			
LNAV MDA	1720 - ½ 575 (600-½)		1720 - 1 575 (600-1)	1720 - 1¼ 575 (600-1¼)
CIRCLING	1720 - 1 521 (600-1)		1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

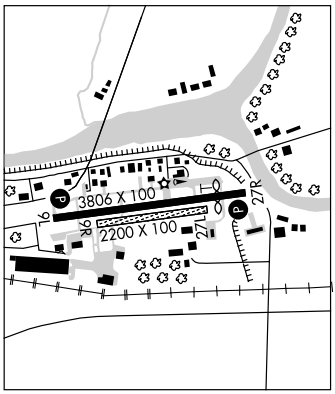
JAKE ARNER MEML (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
WEATHER DATA SOURCES: ASOS 119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.



LEHIGH VALLEY INTL (See ALLENTOWN)

LOCK HAVEN

WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
RWY 09L–27R: H3806X100 (ASPH) S–30 MIRL IAP
RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
RWY 09R–27L: 2200X100 (TURF)
RWY 27L: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



MARS

LAKEHILL (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dsplcd 366′. Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

McGINNESS (See COLUMBIA)

McKEESPORT N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

McVILLE (See FREEPORT)

LQX NDB	APP CRS	Rwy ldg	3000
339	070°	TDZE	534
		Apt Elev	534

NDB RWY 8

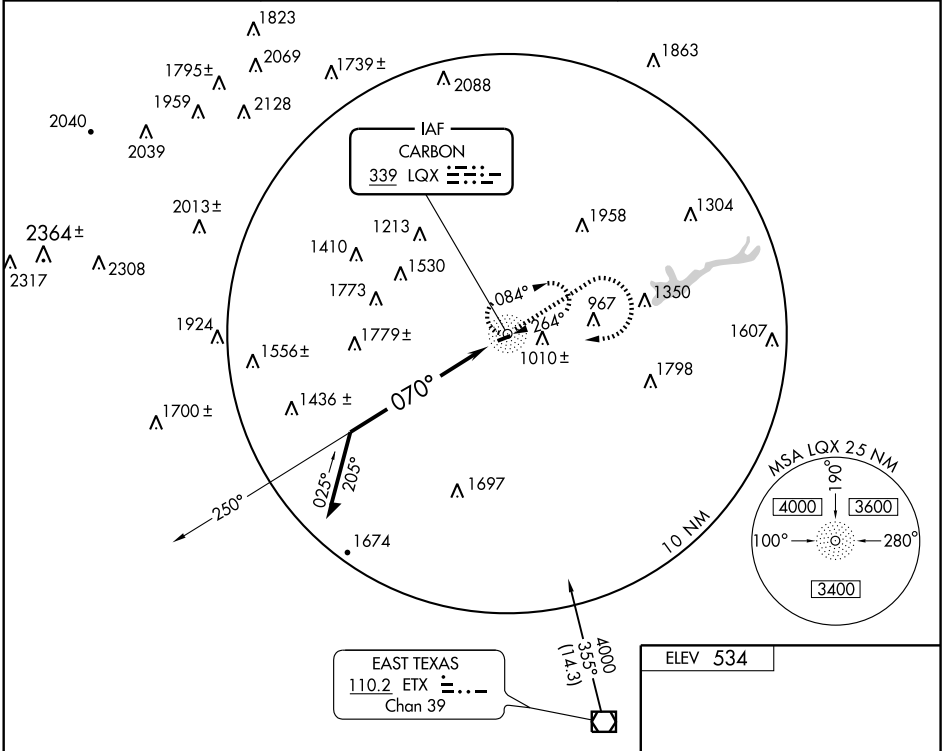
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

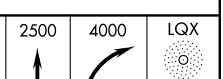
NA

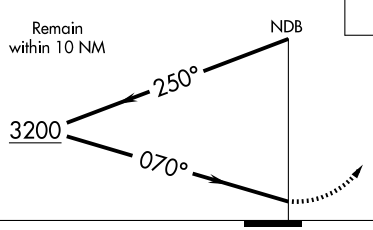
Use Allentown/Lehigh Valley Intl altimeter setting.

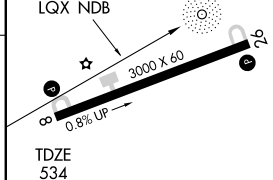
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

LQX NDB	APP CRS	Rwy Idg	3000
339	264°	TDZE	534
		Apt Elev	534

NDB RWY 26

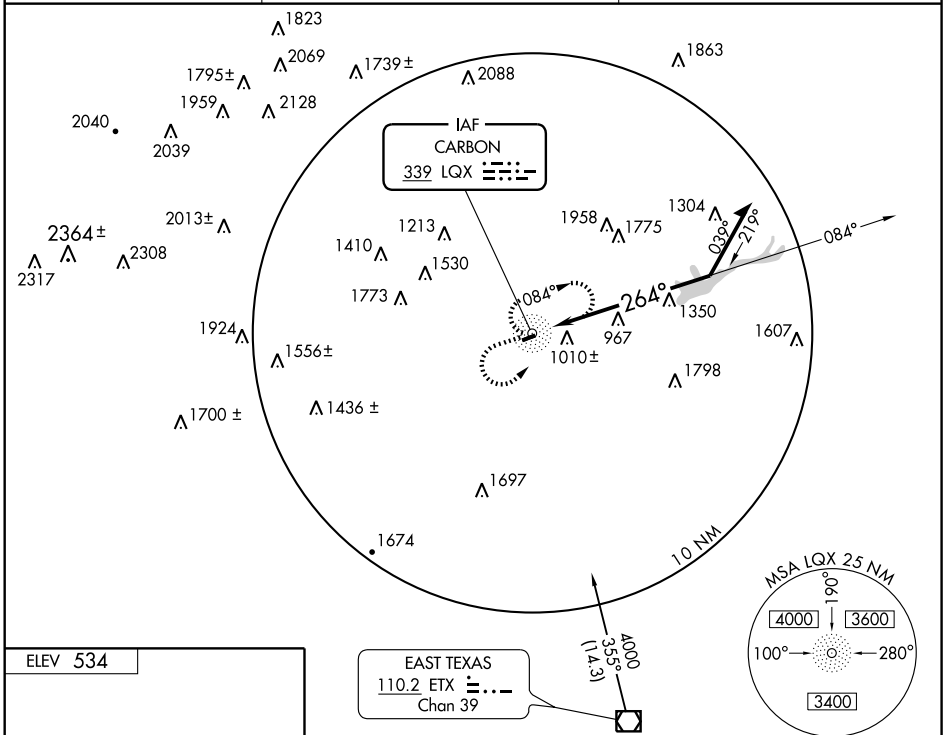
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

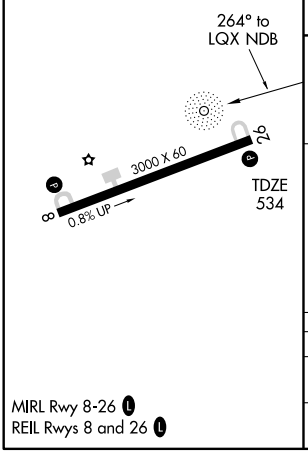
NA

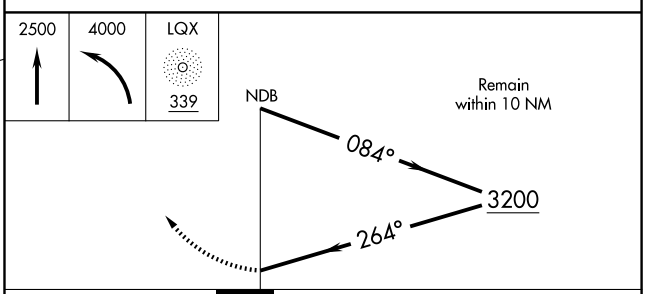
Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3000
081°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 8

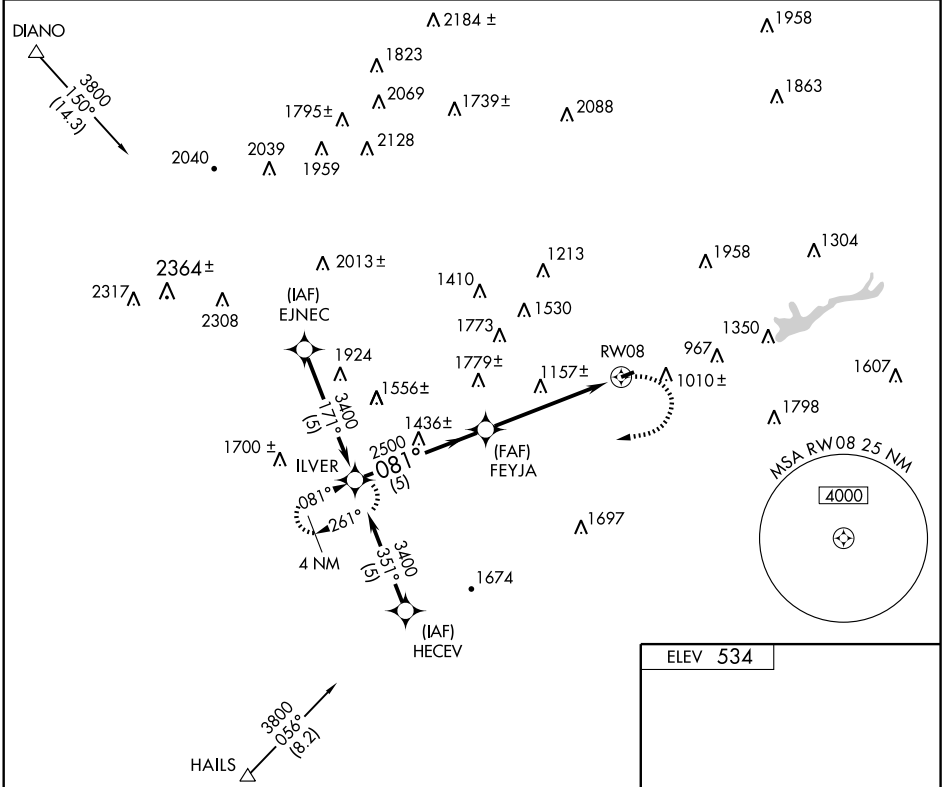
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

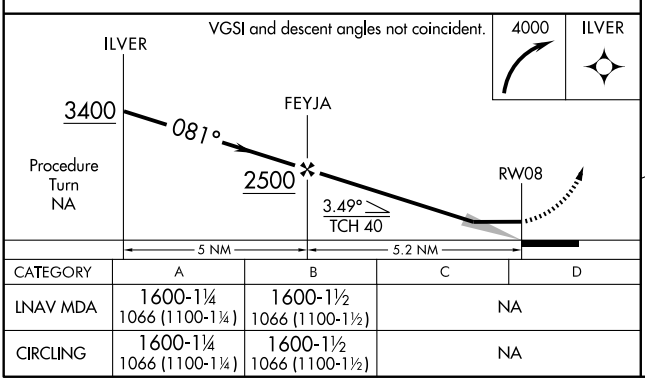
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

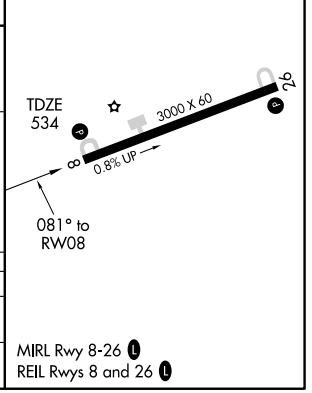
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	
CIRCLING	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	



NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
261°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 26

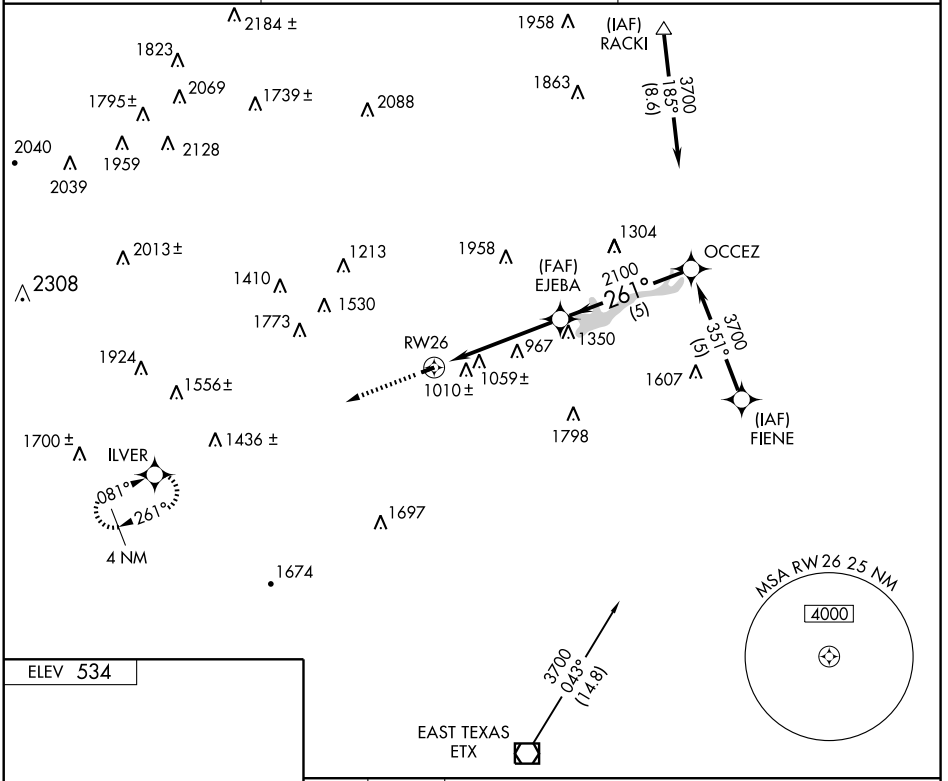
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

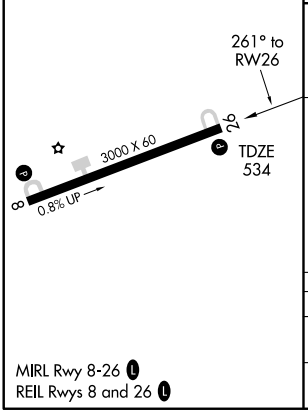
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

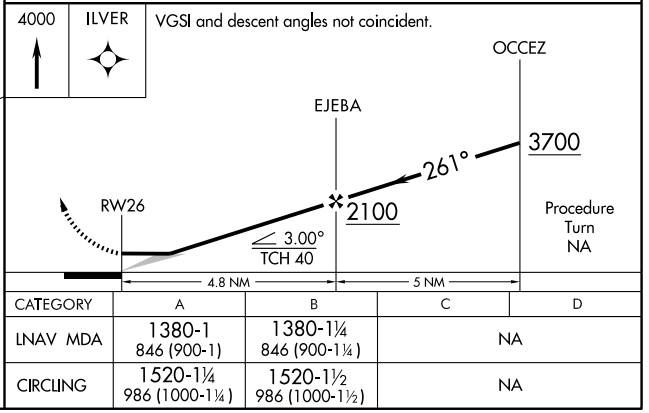
NA

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L





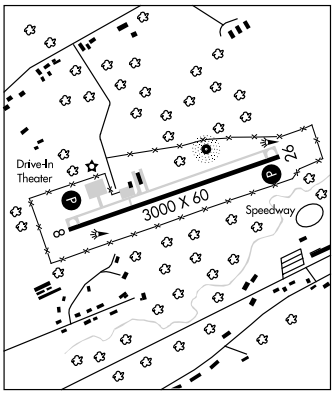


CATEGORY	A	B	C	D
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1520-1¼ 986 (1000-1¼)	1520-1½ 986 (1000-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

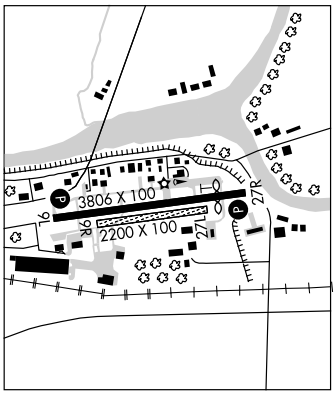
JAKE ARNER MEML (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
WEATHER DATA SOURCES: ASOS 119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.



LEHIGH VALLEY INTL (See ALLENTOWN)

LOCK HAVEN

WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
RWY 09L–27R: H3806X100 (ASPH) S–30 MIRL IAP
RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
RWY 09R–27L: 2200X100 (TURF)
RWY 27L: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



MARS

LAKEHILL (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dsplcd 366′. Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

McGINNESS (See COLUMBIA)

McKEESPORT N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

McVILLE (See FREEPORT)

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

RNAV (GPS)-A

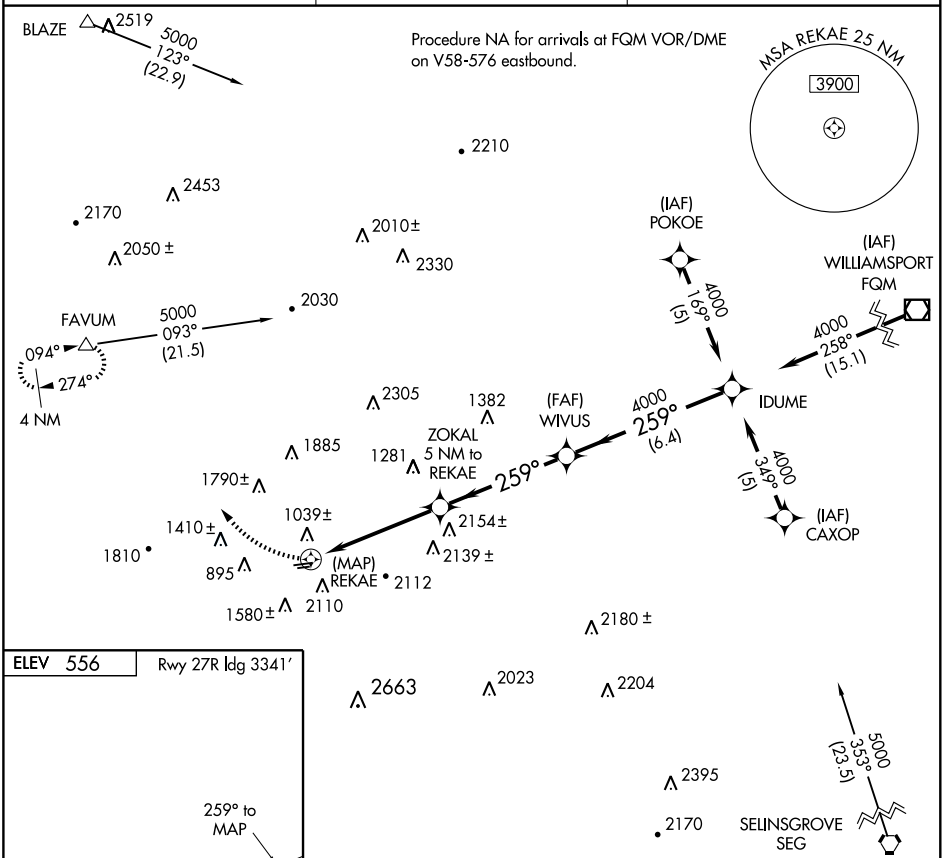
LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

WILLIAMSPORT ASOS	NEW YORK CENTER	UNICOM
125.225	134.8 338.3	122.8 (CTAF) L



ELEV 556 Rwy 27R ldg 3341′

REIL Rwys 9L and 27R
MIRL Rwy 9L-27R L

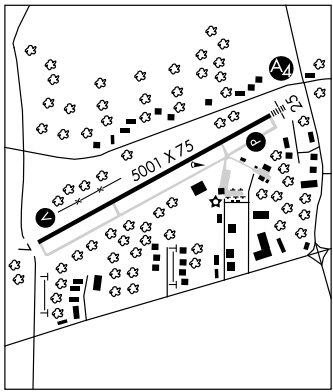
CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1884 (1900-1¼)	2440-1½ 1884 (1900-1½)	2440-3 1884 (1900-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0°TCH 60′. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
ILS 108.5 I–GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID–STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
RWY 08–26: H2627X50 (ASPH) LIRL **IAP**
RWY 08: Thld dsplcd 232′. **RWY 26:** Tree.
AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

MILTON N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

MODENA N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

LOC I-GKJ	APP CRS	Rwy Idg	5001
108.5	249°	TDZE	1400
		Apt Elev	1400

LOC RWY 25

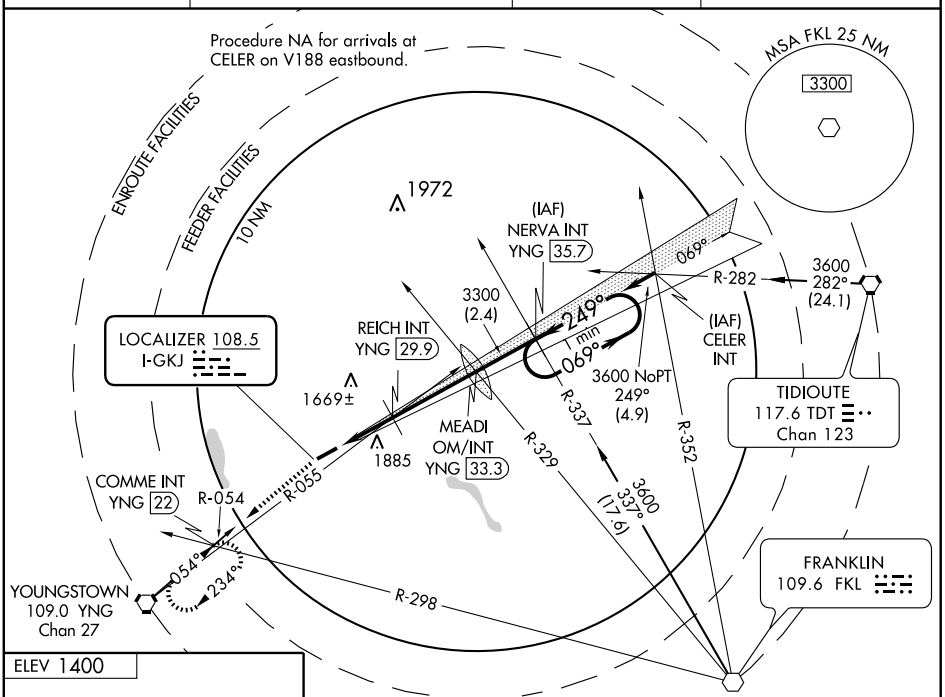
MEADVILLE / PORT MEADVILLE (GKJ)

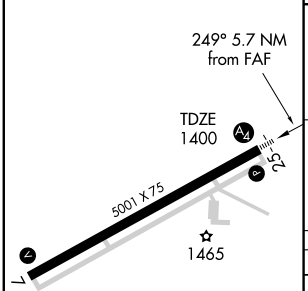
T
NA Inoperative table does not apply.

MALS

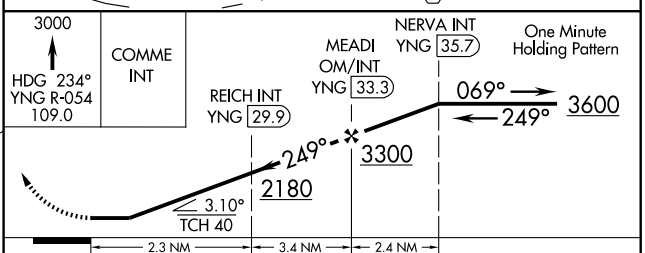
MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)
REICH FIX MINIMUMS				
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
069°	TDZE	1400
	Apt Elev	1400

RNAV (GPS) RWY 7

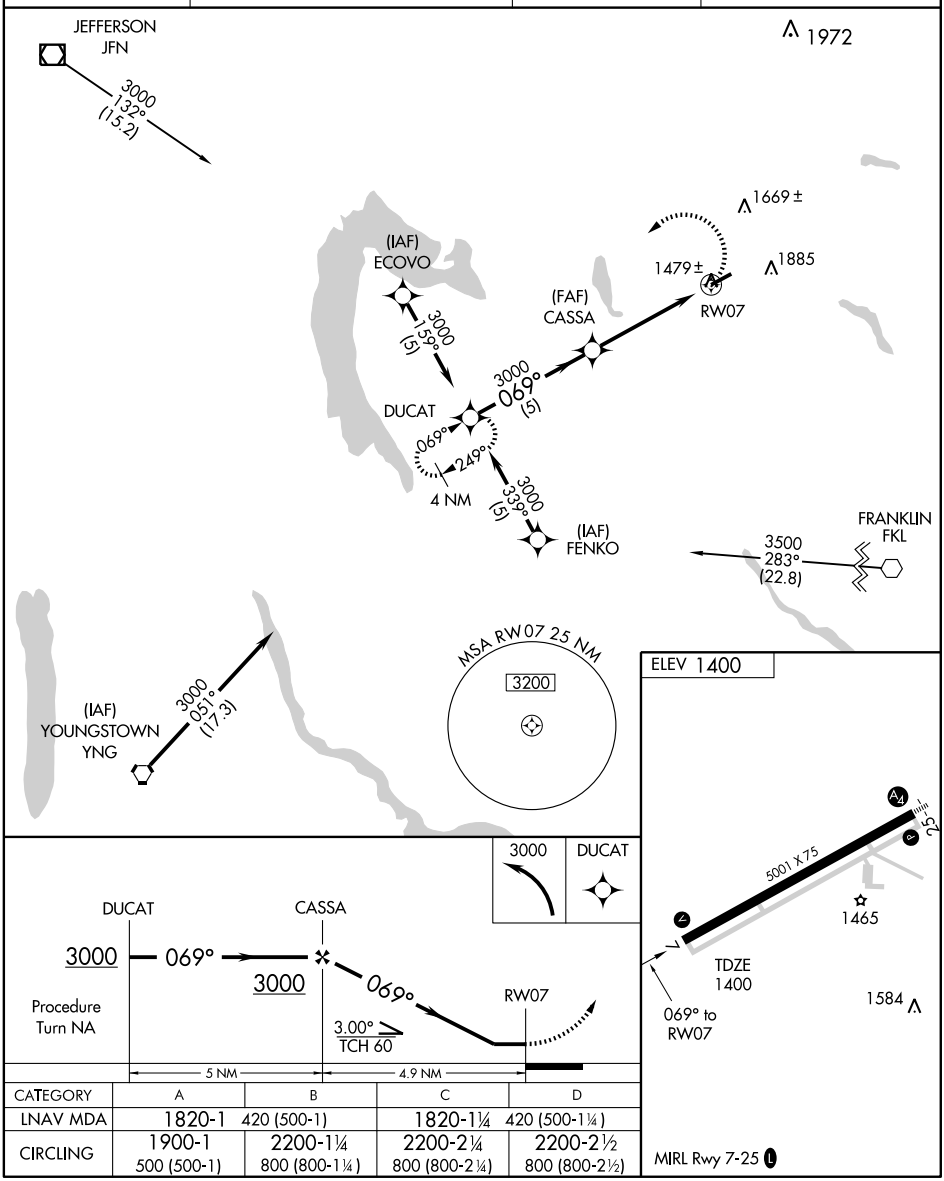
MEADVILLE / PORT MEADVILLE (GKJ)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1	420 (500-1)	1820-1¼	420 (500-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

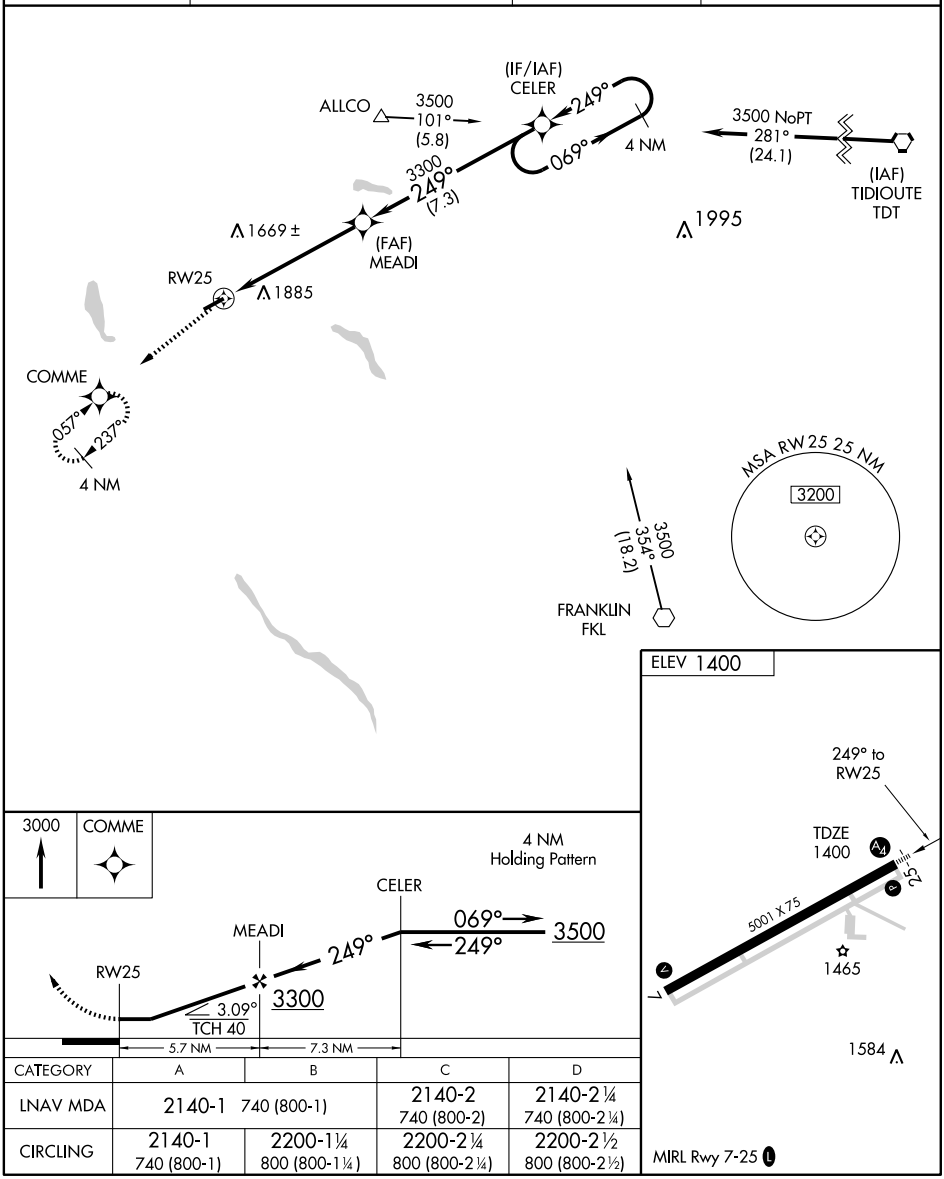
APP CRS	Rwy Idg	5001
249°	TDZE	1400
	Apt Elev	1400

RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 3000 direct COMME WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)		2140-2 740 (800-2)	2140-2¼ 740 (800-2¼)
CIRCLING	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC YNG 109.0 Chan 27	APP CRS 054°	Rwy Idg 5001 TDZE 1400 Apt Elev 1400

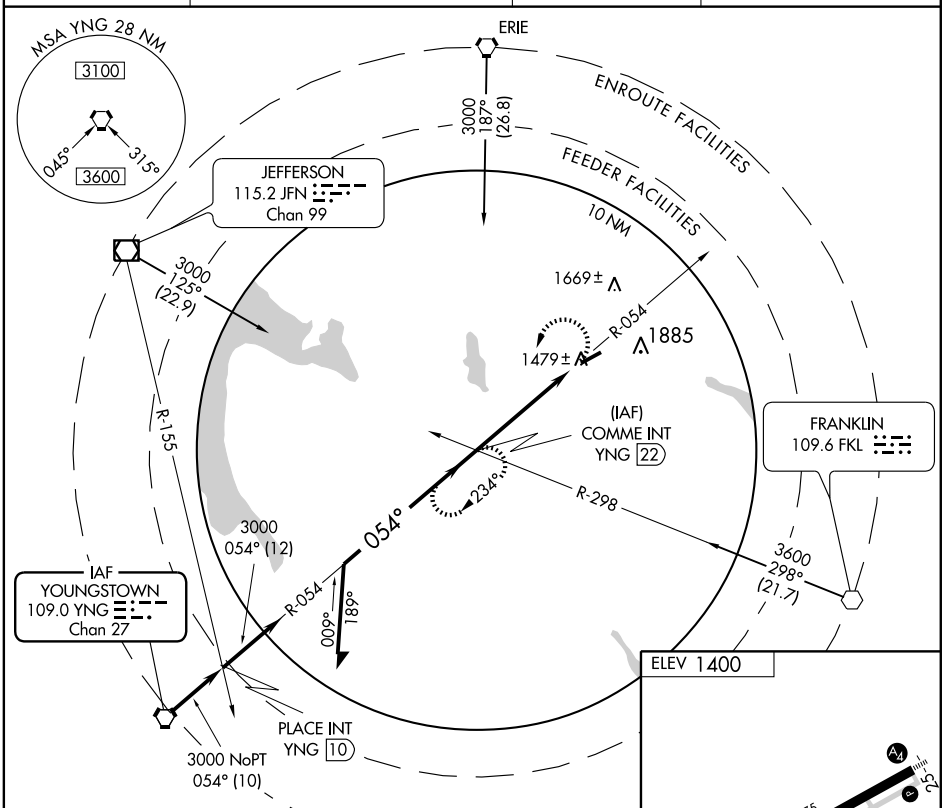
VOR RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

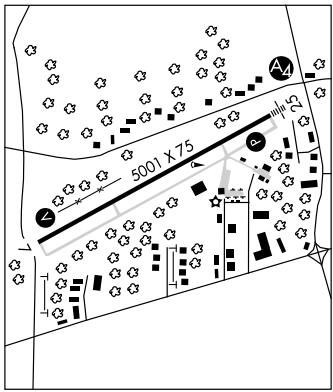
MIRL Rwy 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0°TCH 60′. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
ILS 108.5 I–GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID–STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
RWY 08–26: H2627X50 (ASPH) LIRL **IAP**
RWY 08: Thld dsplcd 232′. **RWY 26:** Tree.
AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

MILTON N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

MODENA N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

APP CRS		
267°	Rwy Idg	2627
	TDZE	545
	Apt Elev	545

RNAV (GPS) RWY 26

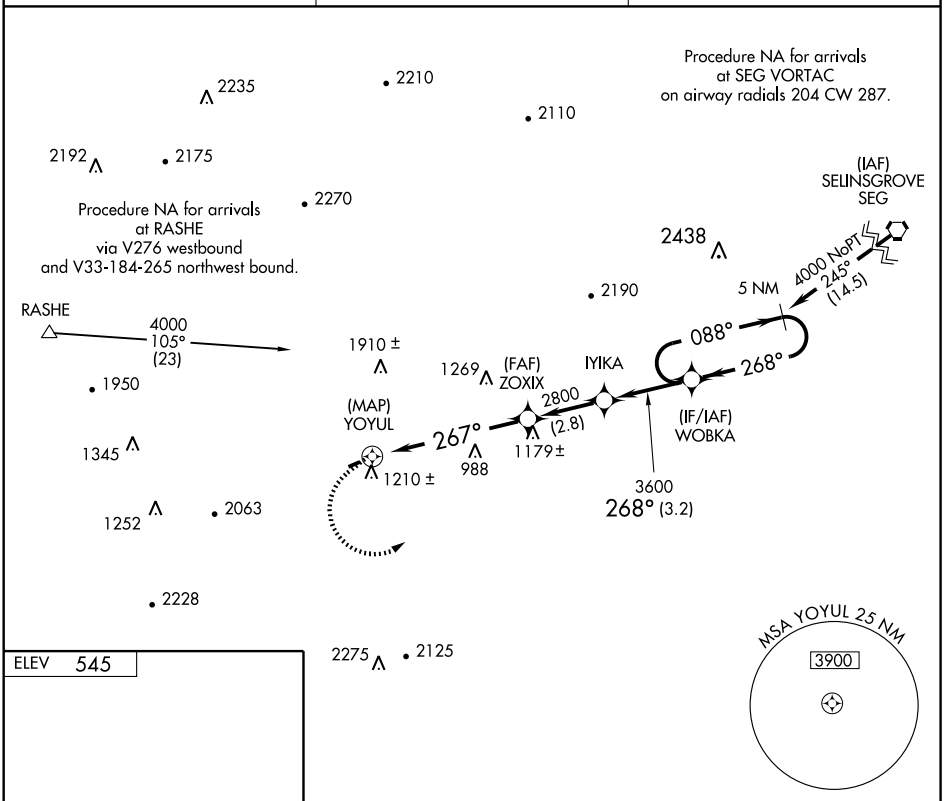
MIFFLINTOWN (P34)

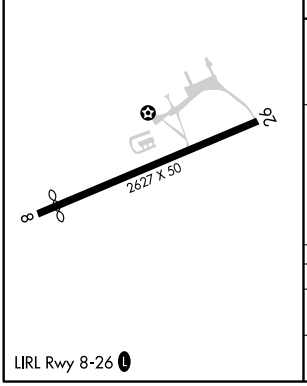
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

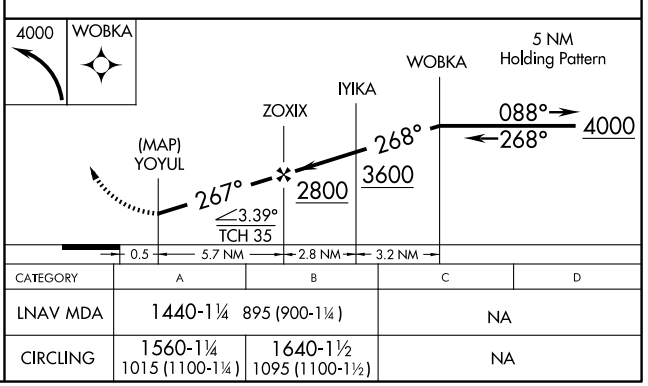
NA

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

PENN VALLEY ASOS	NEW YORK APP CON	UNICOM
119.275	134.8 338.2	122.8 (CTAF) L





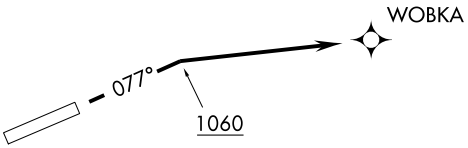


CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 895 (900-1¼)		NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1640-1½ 1095 (1100-1½)	NA	

LIRL Rwy 8-26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

NOTE: Chart not to scale.

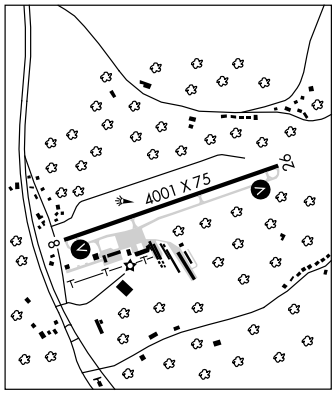
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MONONGAHELA

ROSTRAVER (FWQ) 5 E UTC−5(−4DT) N40°12.58′ W79°49.89′ **DETROIT**
1228 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–29C**
RWY 08–26: H4001X75 (ASPH–GRVD) S–26, D–30 MIRL **IAP**
RWY 08: REIL. VASI(V4R)—GA 3.0°TCH 53′. Brush.
RWY 26: REIL. VASI(V4L)—GA 3.0°TCH 50′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2000Z‡, On call after hrs ctc 724–640–6193/6349. Deer and birds on and invof arpt. Rwy 08 rgt tfc helicopter/ultralights. Rwy 26 Rgt tfc helicopter/ultralights. ACTIVATE MIRL Rwy 08–26; VASI Rwy 08 and Rwy 26, REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PITTSBURGH APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 122° 10.5 NM to fld. 1290/09W. **HIWAS.**



MONROEVILLE

PITTSBURGH–MONROEVILLE (4GØ) 1 N UTC−5(−4DT) N40°27.14′ W79°46.49′ **DETROIT**
1187 S2 TPA—1987(800) NOTAM FILE AOO
RWY 05–23: H2280X28 (ASPH)
RWY 05: Trees. **RWY 23:** Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. Rwy 05–23 extensive cracks and uneven patches.
COMMUNICATIONS: CTAF 122.9

MONTOUR N40°29.29′ W80°11.63′ NOTAM FILE PIT. **DETROIT**
(L) VORTAC 112.0 MMJ Chan 57 284° 1.8 NM to Pittsburgh Intl. 1200/08W. **L–29C**
VOR portion unusable 277°–010°.
DME unusable 272°–277°.
RCO 122.1R 112.0T (ALTOONA RADIO)

MONTROSE

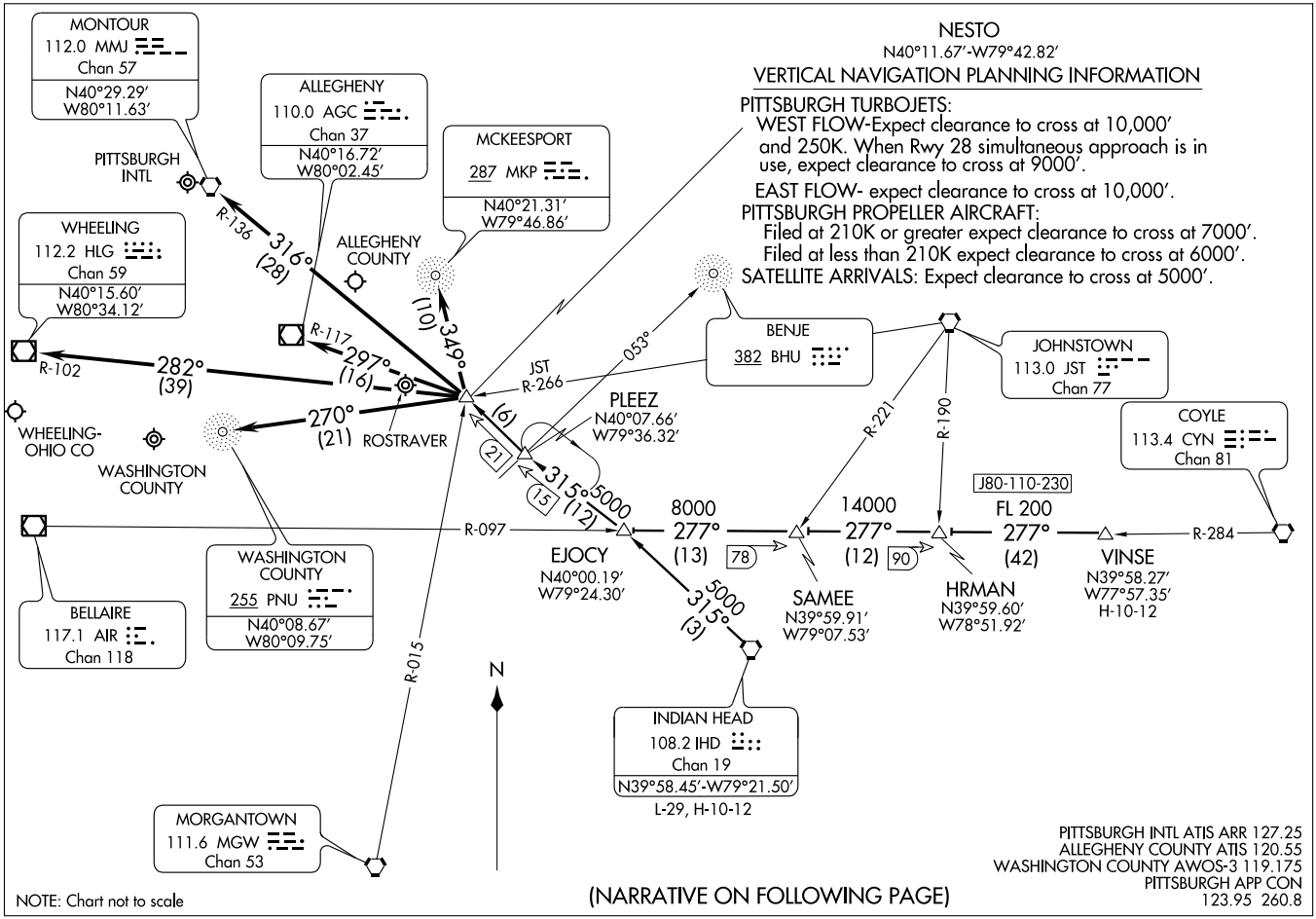
HUSKY HAVEN (P32) 3 S UTC−5(−4DT) N41°47.34′ W75°53.40′ **NEW YORK**
1670 NOTAM FILE IPT
RWY 10–28: 1900X100 (TURF)
AIRPORT REMARKS: Unattended. For evening ops call 516–790–9183. Ultralights on and invof arpt. Rwy 10–28 not plowed during winter months. Rwy 10–28 marked with tires painted yellow.
COMMUNICATIONS: CTAF 122.9

MORGANTOWN (OØ3) 1 E UTC−5(−4DT) N40°09.42′ W75°52.23′ **NEW YORK**
600 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 2500X100 (TURF) LIRL
RWY 10: Thld dsplcd 435′. Road.
AIRPORT REMARKS: Attended irregularly. Glider activity on arpt. ACTIVATE LIRL Rwy 10–28 and windsock lgts—CTAF. Rwy 10–28 marked with yellow tires and lgts. Dsplcd thld Rwy 10 marked by lgt fixtures with yellow collars; 3 each side.
COMMUNICATIONS: CTAF 122.9

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 65608	076°	TDZE	1228
W08A		Apt Elev	1228

RNAV (GPS) RWY 8

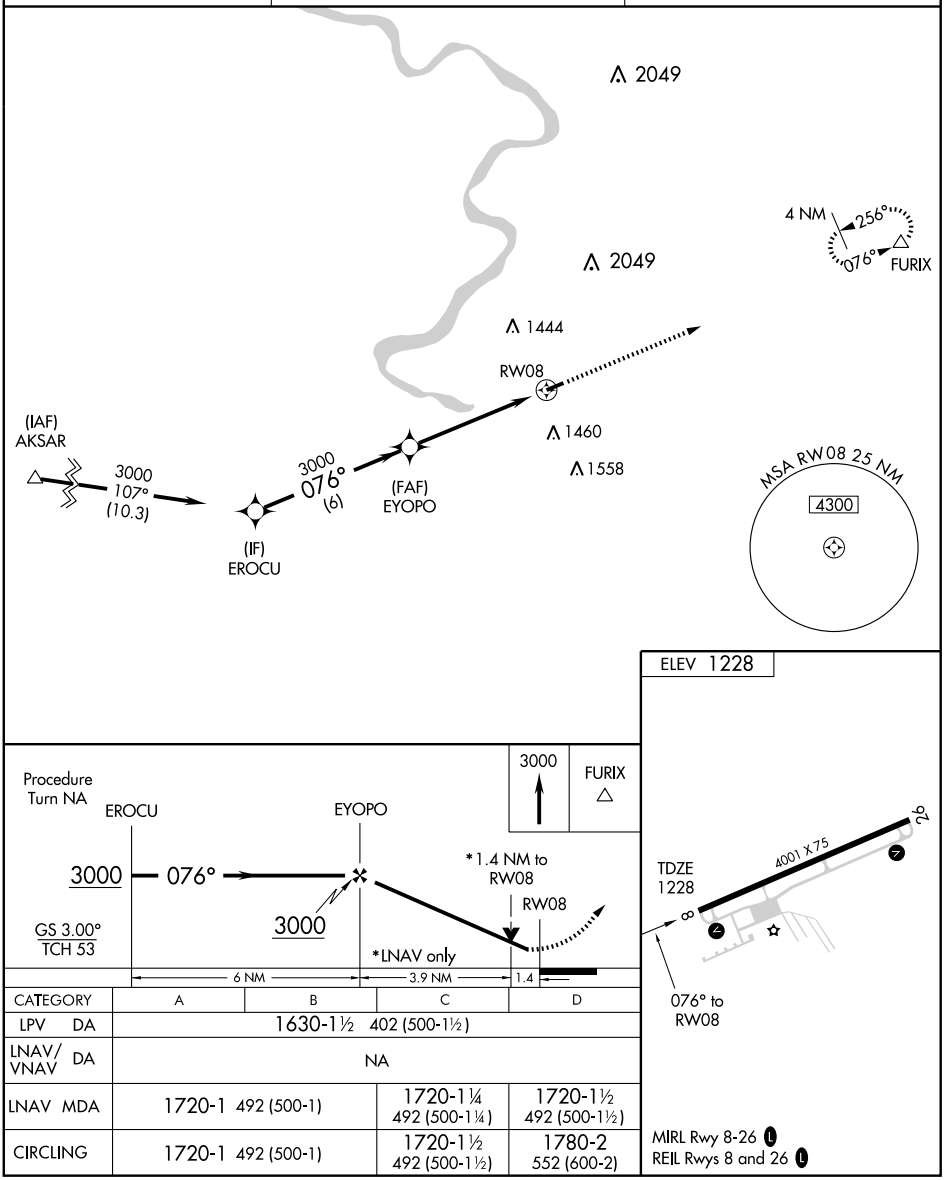
MONONGAHELA / ROSTRAVER (FWQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

NA

MISSED APPROACH: Climb to 3000 direct FURIX and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1630-1½ 402 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 492 (500-1)		1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)
CIRCLING	1720-1 492 (500-1)		1720-1½ 492 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56208 W26A	APP CRS 257°	Rwy Idg 4001 TDZE 1224 Apt Elev 1228

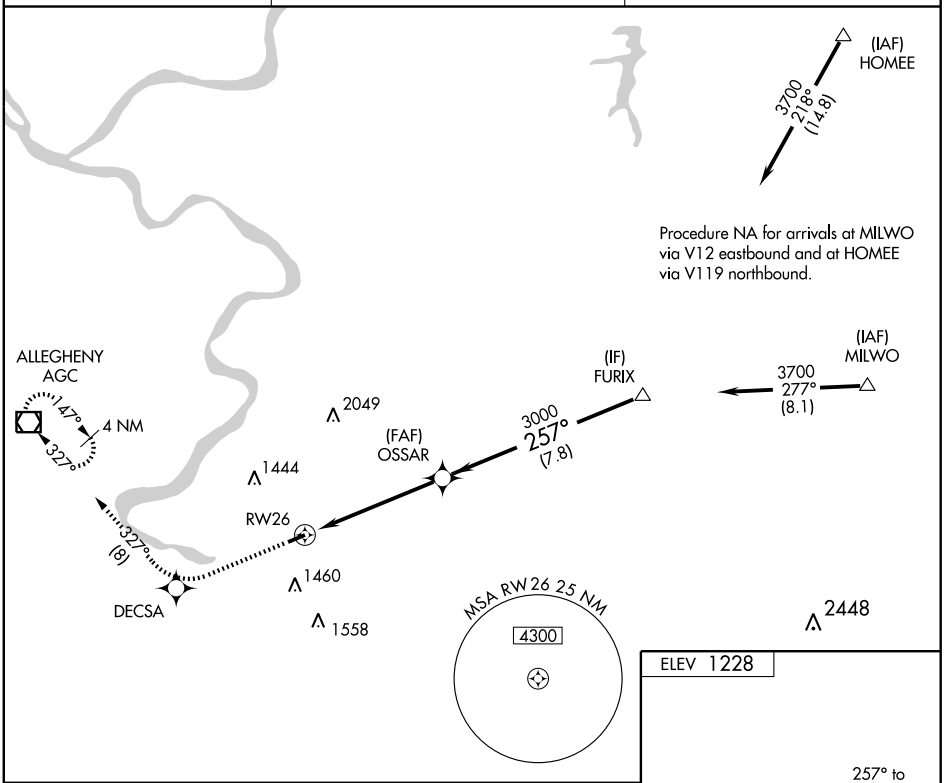
RNAV (GPS) RWY 26

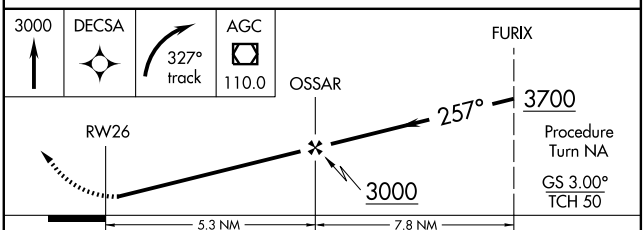
MONONGAHELA / ROSTRAVER (FWQ)

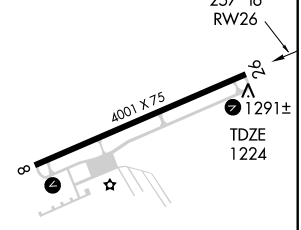
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1500-1 276 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 336 (400-1)			
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MOUNT JOY/MARIETTA

DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC−5(−4DT) N40°05.53′ W76°34.46′ **NEW YORK**

458 B S4 **FUEL** 100LL OX 2, 3 TPA—1258(800) NOTAM FILE IPT **L–29E, 34G, A**

RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL **IAP**

RWY 10: Thld dsplcd 390′. Tree. **RWY 28:** Trees.

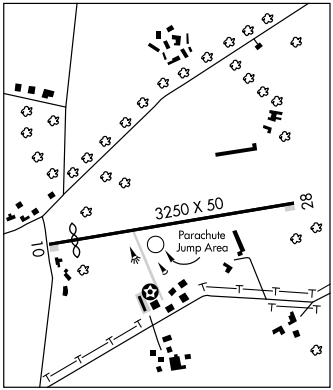
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat 1400–1900Z‡. Parachute Jumping. Rwy 10 dsplcd thld bar 300′ from rwy end, dsplcd thld lgts 390′ from rwy end. ACTIVATE MIRL Rwy 10–28 and rotating bcn between 0500Z‡–SR—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 **CLNC DEL** 127.05

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 272° 13.1 NM to fld. 399/09W.



MOUNT PLEASANT

MOUNT PLEASANT/SCOTTDALE (P45) 3 S UTC−5(−4DT) N40°06.50′ W79°32.49′ **DETROIT**

1160 NOTAM FILE AOO

RWY 06–24: 2188X161 (TURF)

RWY 06: Thld dsplcd 254′. Trees.

RWY 14–32: 1600X220 (TURF)

RWY 14: Road. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight acft use 500 ft AGL rgt tfc pattern for all rwys. Rwys unusable during spring thaw and wet periods. Rwy 14 road crosses centerline 128′ northwest, angling to the left side of thld. Rwy 14–32 marked with NSTD yellow boundary markers–barrels. Rwy 06–24 marked with nstd yellow boundary markers–barrels. Rwy 06 dsplcd thld marked with contrasting red boundary markers. Rwy 32 Boundary markers are rusting. Rwy 06–24 first 375 ft AER 06 has 7% gradient.

COMMUNICATIONS: CTAF 122.9

W.P.H.S. HELIPORT (P99) 3 S UTC−5(−4DT) N40°06.51′ W79°32.89′ **DETROIT**

1090 S4 **FUEL** JET A NOTAM FILE AOO

HELIPAD H1: H74X74 (CONC–ASPH)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Helipad H1 CONC touchdown pad 42 ft by 42 ft; remainder of ldg area is asph. Fixed wing tfc adjacent at Mount Pleasant–Scottdale arpt. Helipad HI ingress 320°–050°, egress 140°–230°.

COMMUNICATIONS: CTAF 122.9

AL-6668 (FAA)

RNAV (GPS) RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

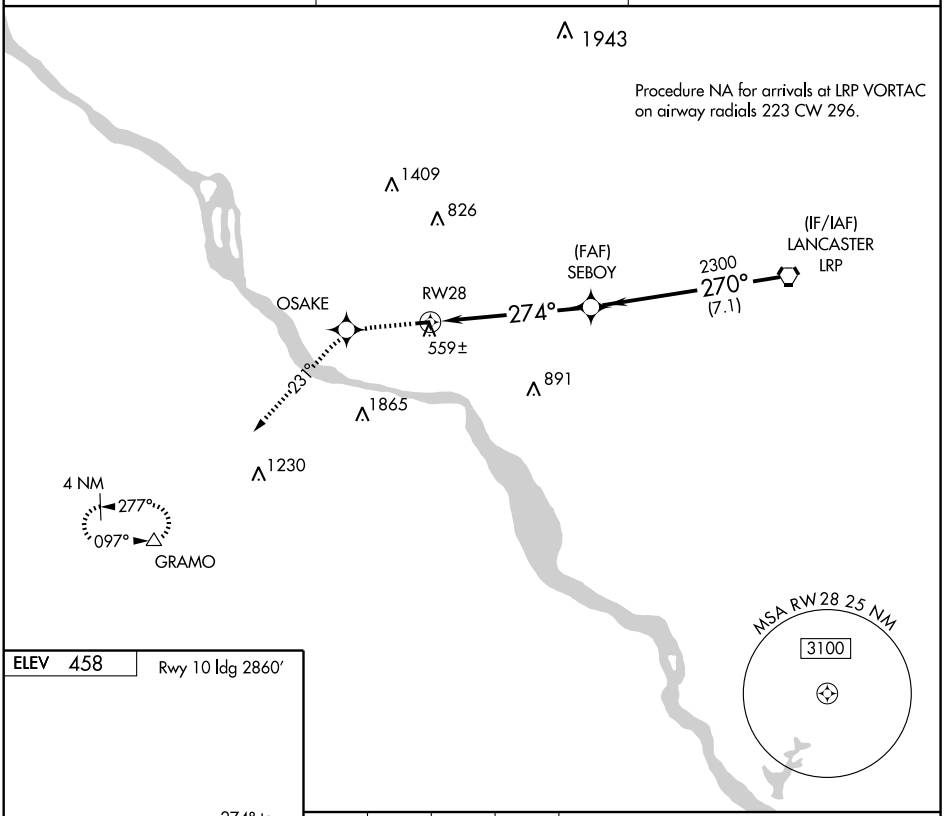
APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

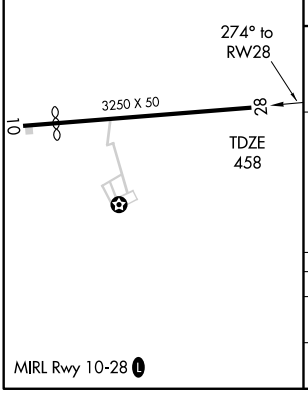
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

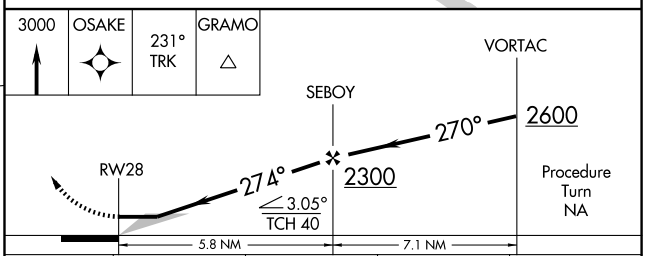
NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900 - 1	442 (500-1)	NA	
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg	3250
117.3	272°	TDZE	458
Chan 120		Apt Elev	458

VOR RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

FAMAV
HAR 19.6

112.5 HAR
Chan 72

117.3 LRP
Chan 120

R-272

325°

145°

R-145

114.6 RAV
Chan 93

1943

IF/IAF
LANCASTER
117.3 LRP
Chan 120

1409

826

599±

R-176

2600
272°
(7)

FAMAV
HAR 19.6

R-204

272°

ESAAL INT
LRP 7

891

1865

1230

Procedure NA for arrivals at LRP VORTAC on airway radials 223 CW 296.

115.0 THS
Chan 97

R-095

275°

095°

GRAMO
THS 54

10 NM

MSA LRP 25 NM
3000
240°
060°
2600

ELEV 458

Rwy 10 ldg 2860′

272° 5.9 NM from FAF

3250 X 50

10

28

TDZE
458

MIRL Rwy 10-28 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2600

3000

GRAMO

RAV R-204
114.6

ESAAL INT
LRP 7

Procedure Turn NA

VORTAC

LRP
12.9

272°

2600

272°

2600

3.47°
TCH 40

5.9 NM

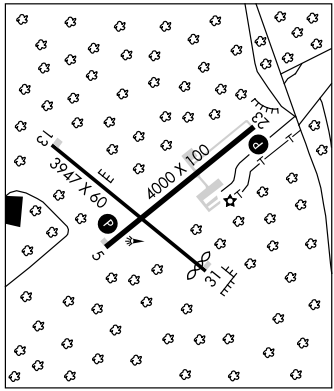
7 NM

CATEGORY	A	B	C	D
S-28	1120 - 1	662 (700-1)	NA	
CIRCLING	1120 - 1	662 (700-1)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ **NEW YORK**
1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO **L–30K, 33A, 34H**
RWY 05–23: H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE **IAP**
RWY 05: REIL. PAPI(P2L). Trees.
RWY 23: REIL. PAPI(P2L). Road.
RWY 13–31: H3947X60 (ASH) S–10 MIRL
RWY 13: REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.
AIRPORT REMARKS: Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.
WEATHER DATA SOURCES: ASOS 120.275 (570) 839–1584.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.7 (1300Z‡–dusk)
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) **NEW YORK**
N40°26.11′ W76°34.12′ **L–30J, 34G, A**
488 B TPA–See Remarks NOTAM FILE IPT Not insp. **DIAP**
RWY 07–25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E
RWY 07: Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.
MILITARY REMARKS: Opr Jun–Aug Mon–Fri 1200–0500Z‡, Sep–May Mon–Fri 1300–0500Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.
WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. DSN 491–6493.
COMMUNICATIONS: CTAF 126.2
Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45
TOWER 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)
GND CON 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9
AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
BELLGROVE NDB (MHW) BZJ 328 N40°26.16′ W76°33.18′ at fld.

WAAS	APP CRS		
CH **50311**	**050°**	Rwy Idg	**4000**
W05A		TDZE	**1906**
		Apt Elev	**1915**

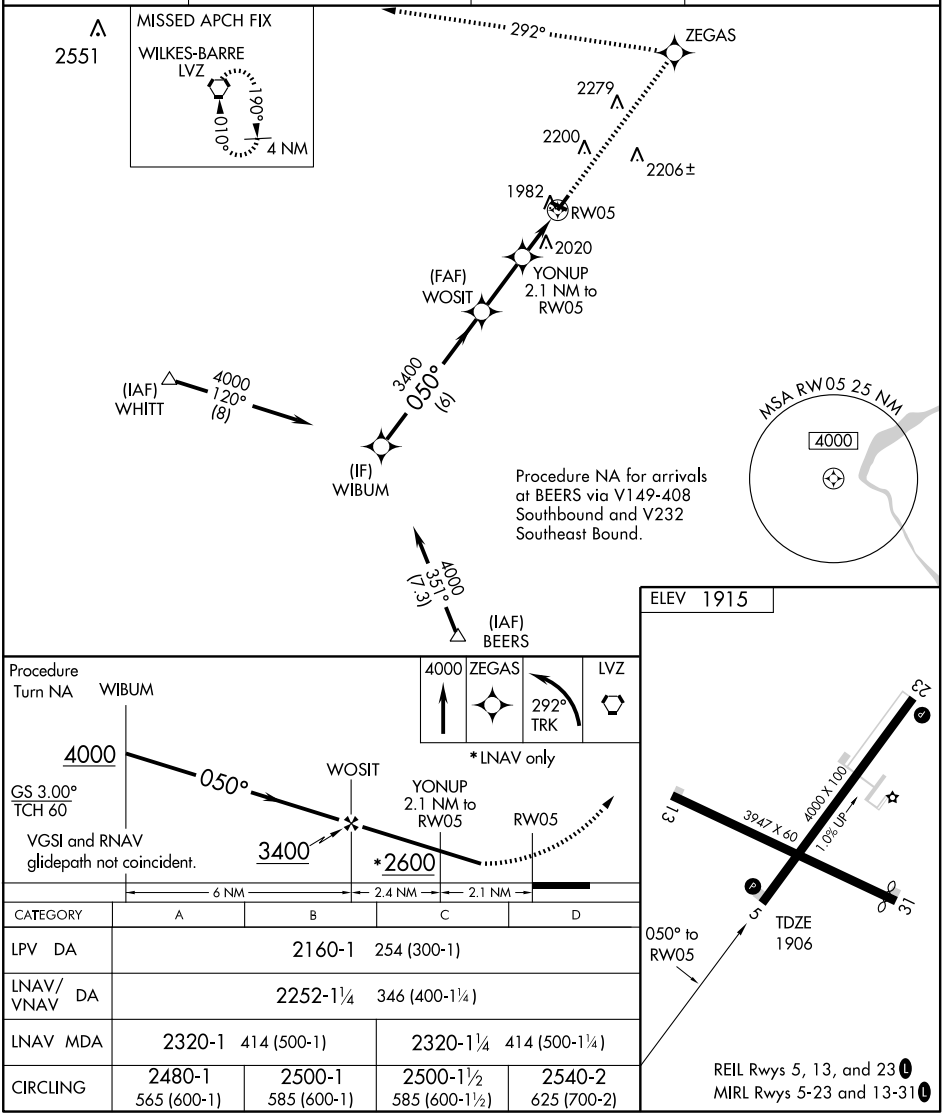
RNAV (GPS) RWY 5

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	**126.3 256.7**	**125.3**	**122.7** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2160-1 254 (300-1)			
LNAV/ VNAV DA	2252-1¼ 346 (400-1¼)			
LNAV MDA	2320-1 414 (500-1)		2320-1¼ 414 (500-1¼)	
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **48911**	**128°**	Rwy Idg	**3947**
W13A		TDZE	**1885**
		Apt Elev	**1915**

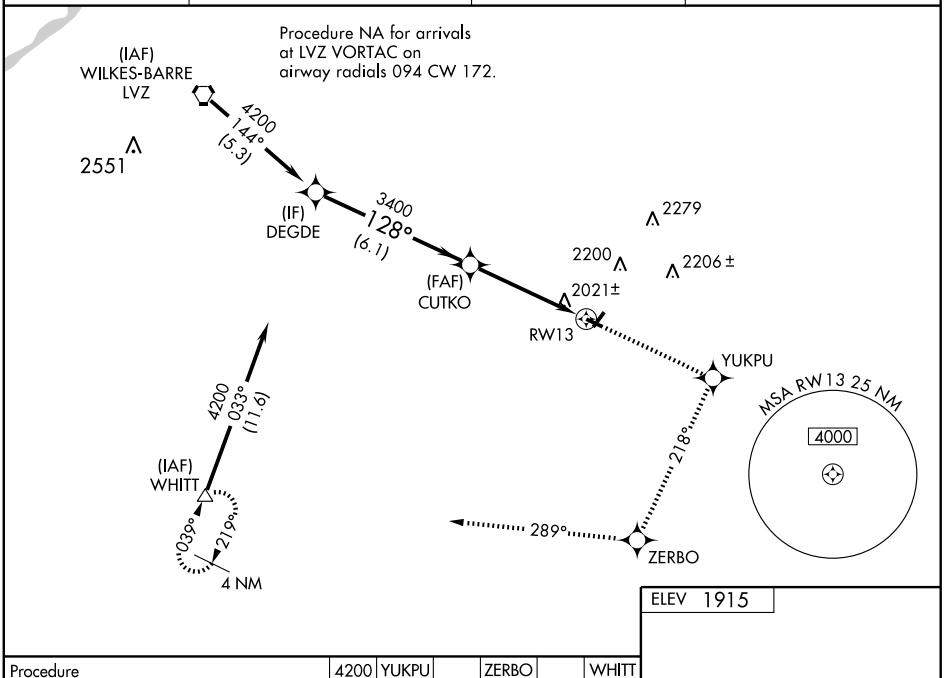
RNAV (GPS) RWY 13

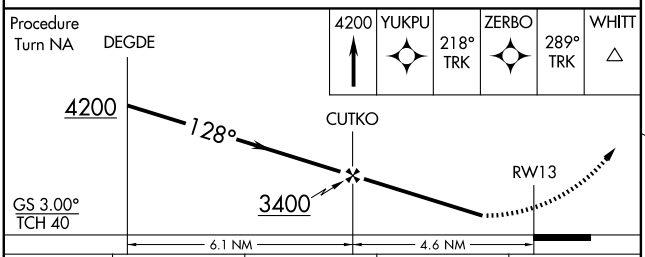
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

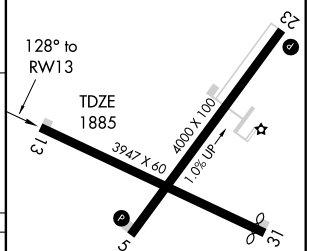
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	**126.3 256.7**	**125.3**	**122.7** (CTAF)







CATEGORY	A	B	C	D
LPV DA	2278-1½ 393 (400-1½)			
LNAV/VNAV DA	2315-1½ 430 (400-1½)			
LNAV MDA	2400-1 515 (500-1)		2400-1½ 515 (500-1½)	2400-1¾ 515 (500-1¾)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23
MIRL Rwys 5-23 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3767
308°	TDZE	1885
	Apt Elev	1915

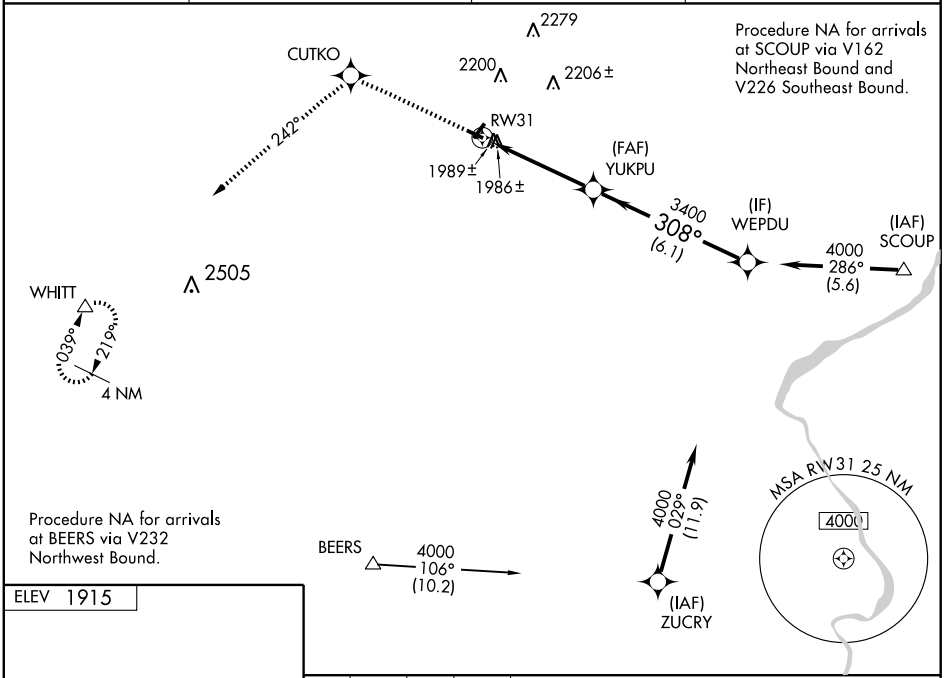
RNAV (GPS) RWY 31

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

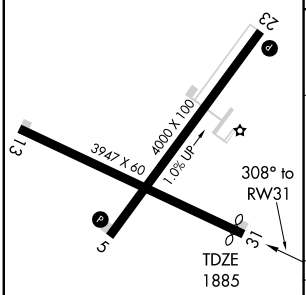
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

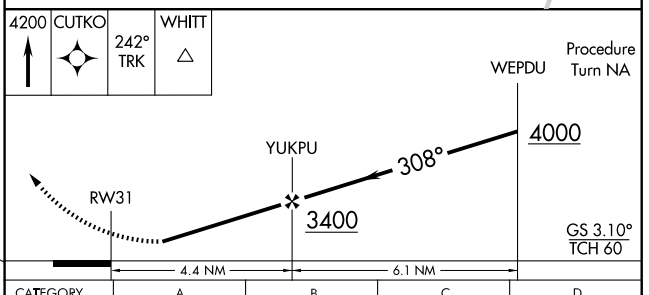
MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L



ELEV 1915





CATEGORY	A	B	C	D
LNAV/ VNAV DA	2286-1¼ 401 (400-1¼)			
LNAV MDA	2240-1 355 (400-1)			2240-1¼ 355 (400-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
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VORTAC LVZ	APP CRS	Rwy Idg	3947
111.6	130°	TDZE	1884
Chan 53		Apt Elev	1916

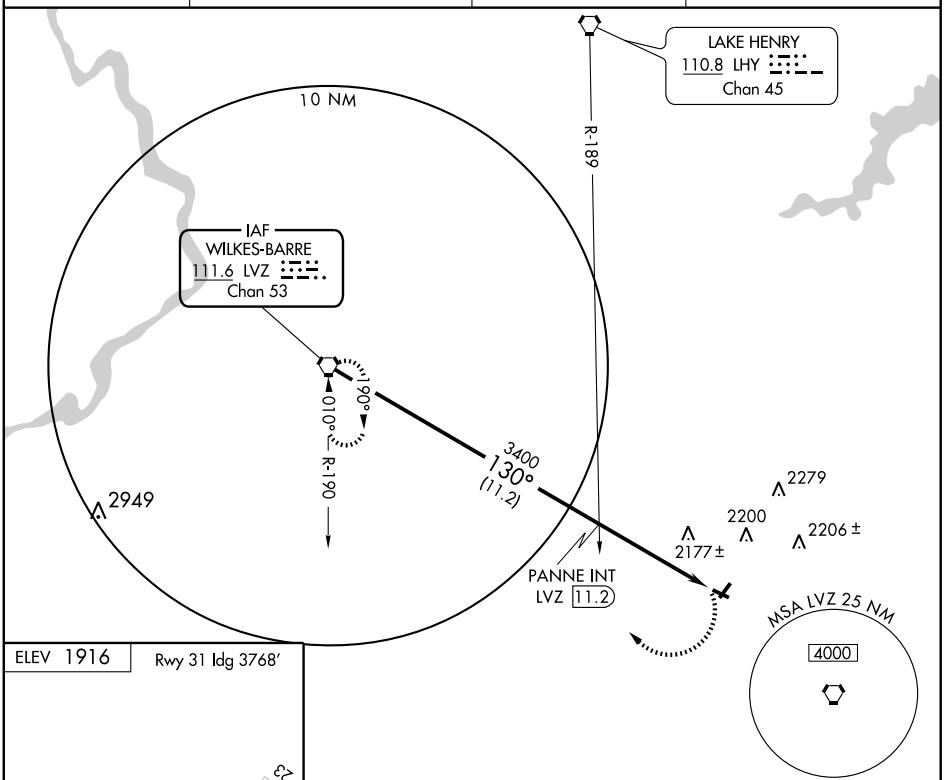
VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

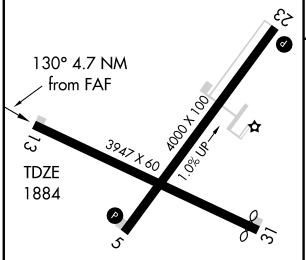
NA

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF)

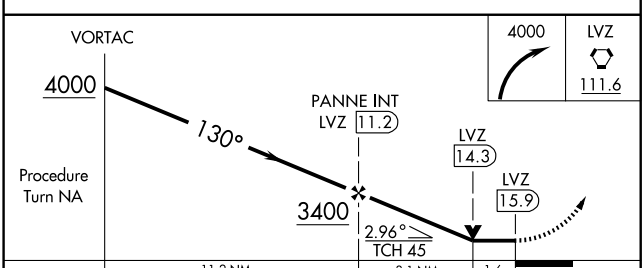


ELEV 1916 | Rwy 31 Idg 3768'



REIL Rwys 5, 13, and 23 (L)
MIRL Rwys 5-23 and 13-31 (L)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

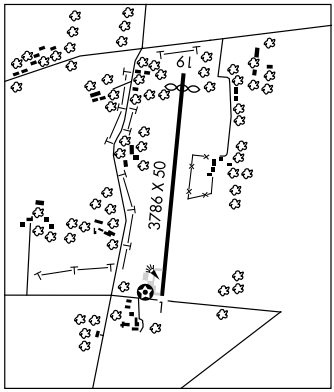


CATEGORY	A	B	C	D
S-13	2440-1 556 (600-1)		2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

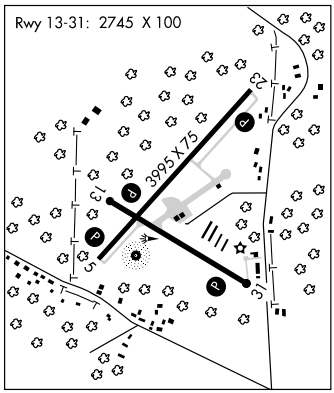
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MYERSTOWN

DECK (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
RWY 01: REIL(NSTD). Tree.
RWY 19: REIL(NSTD). Thld dsplcd 187′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 1–800–932–0712.



NEW CASTLE MUNI (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
RWY 13–31: H2745X100 (ASPH) S–12.5 2.0% up SE
RWY 13: PAPI(P2L)—GA 3.0° TCH 55′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
CASTLE NDB (MHW) 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.



NEW GARDEN (See TOUGHKENAMON)

NEWRY

BLUE KNOB VALLEY (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
COMMUNICATIONS: CTAF/UNICOM 122.8

NORTHEAST PHILADELPHIA (See PHILADELPHIA)

WAAS	APP CRS	Rwy Idg	3599
CH 73001	183°	TDZE	523
W19A		Apt Elev	523

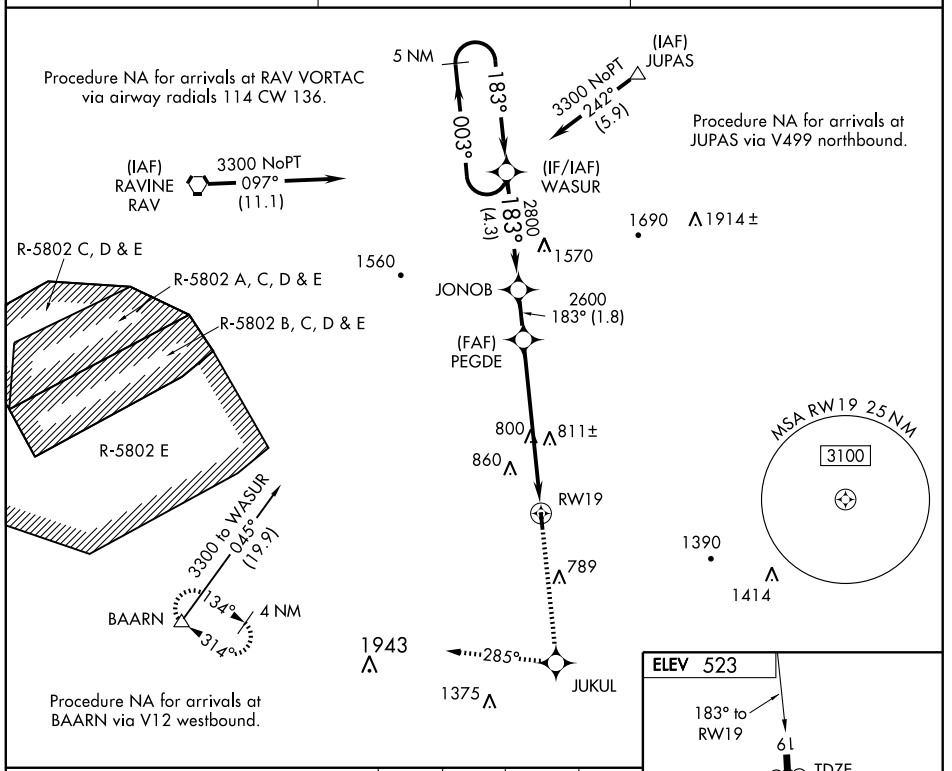
RNAV (GPS) RWY 19

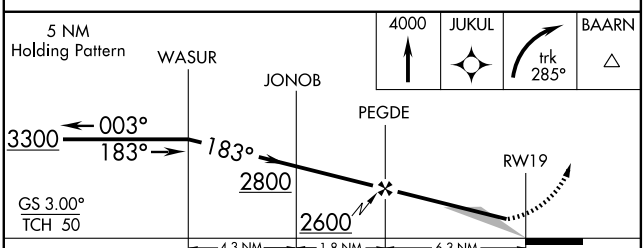
MYERSTOWN/ DECK (9D4)

T NA DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

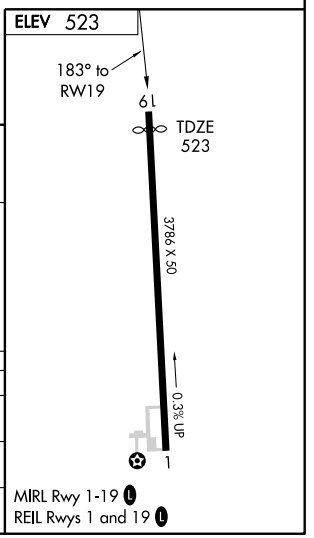
MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS	HARRISBURG APP CON	UNICOM
127.1	118.25 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	837 - 1	314 (400-1)		NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RAV 114.6 Chan 93	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 522

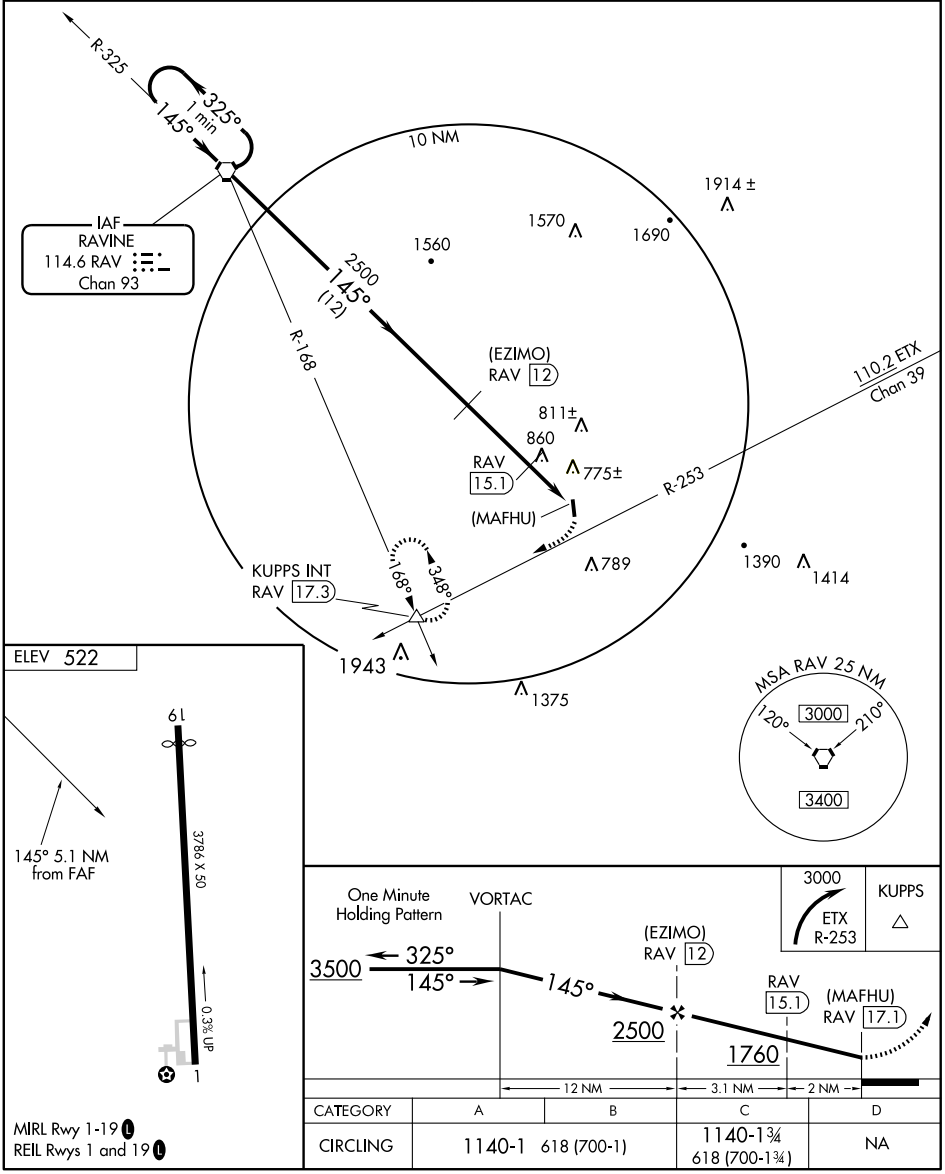
VOR/DME or GPS-A

MYERSTOWN/ DECK (9D4)

Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON	UNICOM
118.25 269.45	122.8 (CTAF) L

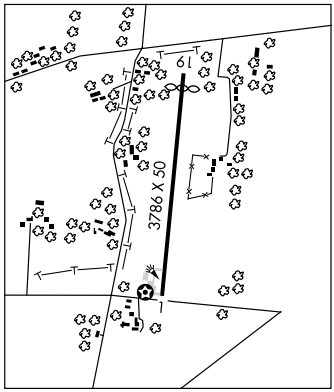


CATEGORY	A	B	C	D
CIRCLING	1140-1	618 (700-1)	1140-1¾ 618 (700-1¾)	NA

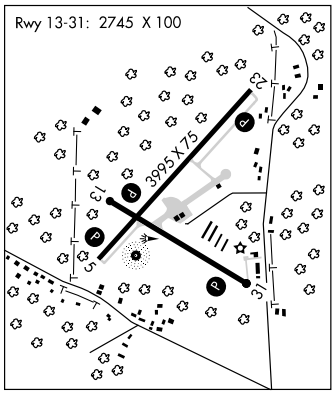
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MYERSTOWN

DECK (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
RWY 01: REIL(NSTD). Tree.
RWY 19: REIL(NSTD). Thld dsplcd 187′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 1–800–932–0712.



NEW CASTLE MUNI (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
RWY 13–31: H2745X100 (ASPH) S–12.5 2.0% up SE
RWY 13: PAPI(P2L)—GA 3.0° TCH 55′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
CASTLE NDB (MHW) 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.



NEW GARDEN (See TOUGHKENAMON)

NEWRY

BLUE KNOB VALLEY (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
COMMUNICATIONS: CTAF/UNICOM 122.8

NORTHEAST PHILADELPHIA (See PHILADELPHIA)

NDB UCP	APP CRS	Rwy Idg	3995
272	225°	TDZE	1027
		Apt Elev	1070

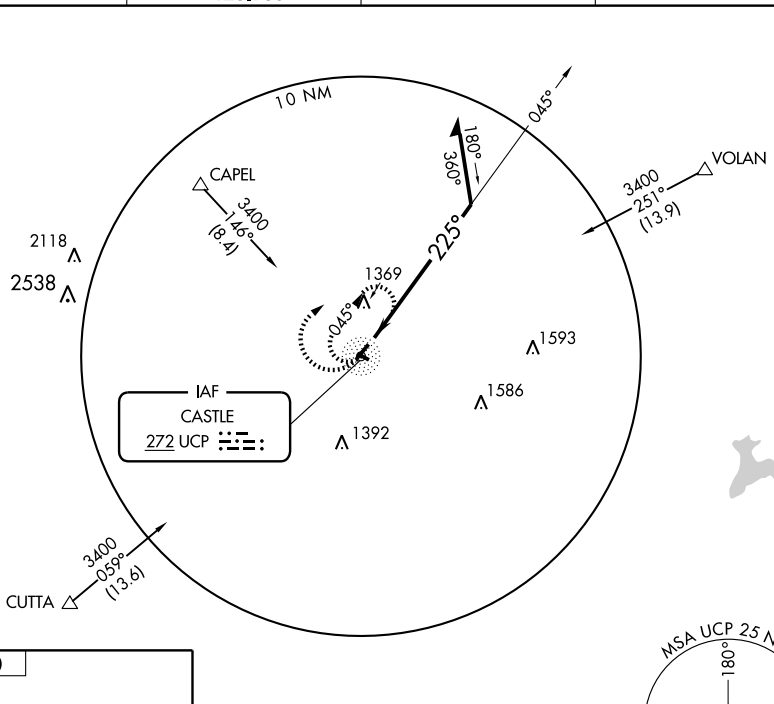
NDB RWY 23
NEW CASTLE MUNI (UCP)

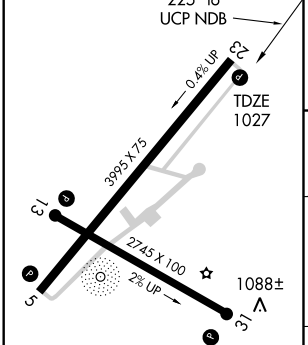
When local altimeter setting not received, use Youngstown/Warren altimeter setting.
When VGSI inop, Circling Rwy 31 NA at night.

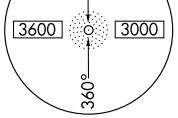
NA

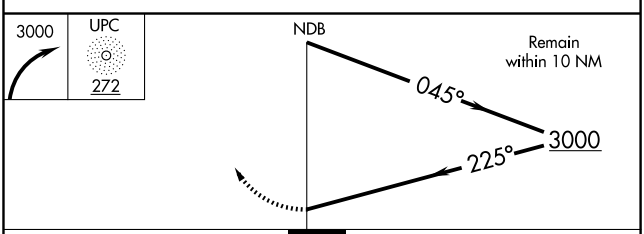
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3995
CH 78005	049°	TDZE	1027
W05A		Apt Elev	1070

RNAV (GPS) RWY 5

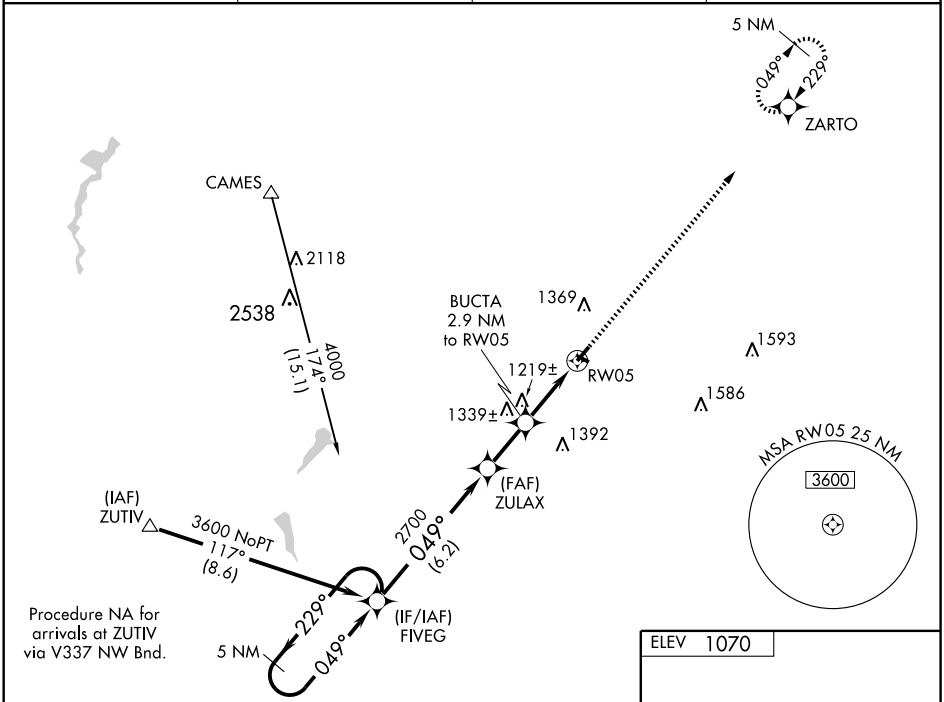
NEW CASTLE MUNI (UCP)

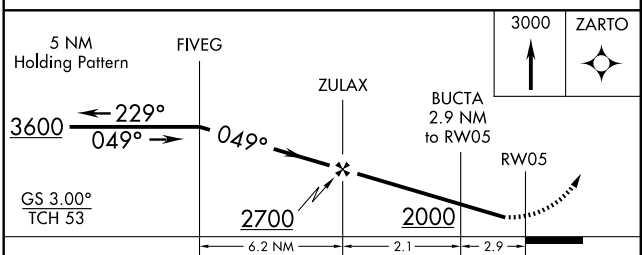
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

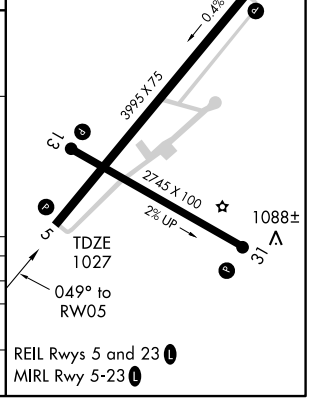
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-1 280 (300-1)			NA
LNAV MDA	1480-1 453 (500-1)		1480-1¼ 453 (500-1¼)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3995
CH 45605	229°	TDZE	1027
W23A		Apt Elev	1070

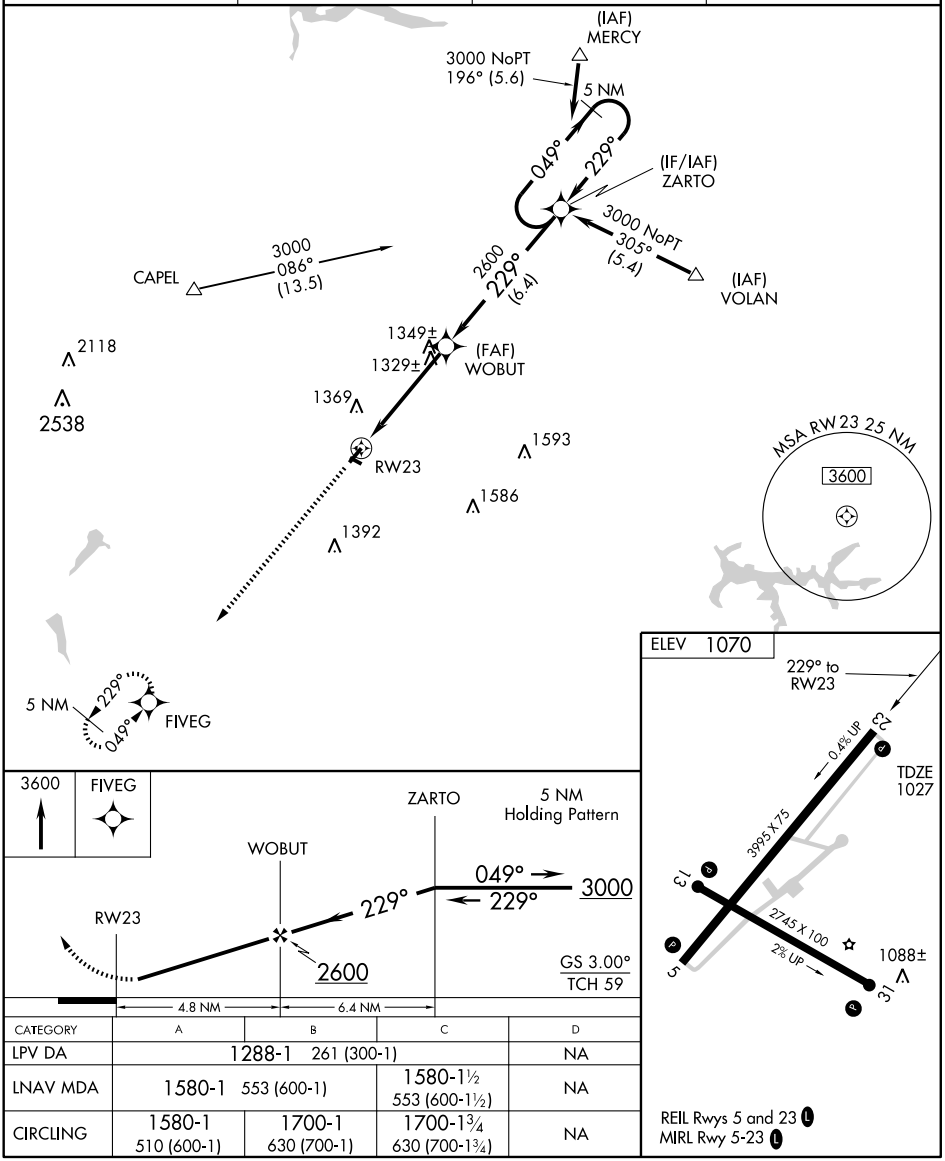
RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1288-1 261 (300-1)			NA
LNAV MDA	1580-1 553 (600-1)		1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NORTH PHILADELPHIA N40°04.92′ W75°00.57′ NOTAM FILE PNE. NEW YORK L–34G, A
(T) VOR 112.0 PNE at Northeast Philadelphia.
VOR unusable
061°–090° byd 9 NM blo 6000′ 246°–359° byd 6 NM blo 6000′
091°–199°
RCO 122.6 122.2 (WILLIAMSPORT RADIO)

NORTHUMBERLAND CO (See SHAMOKIN)

PALMYRA

REIGLE FLD (58N) 2 S UTC−5(−4DT) N40°17.26′ W76°34.65′ NEW YORK
489 B S4 **FUEL** 100LL NOTAM FILE IPT
RWY 13–31: H1950X40 (ASPH) S–12.5 LIRL (NSTD)
RWY 13: Tree. **RWY 31:** Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 Rwy 13 first 110 ft unlgtd; Rwy 31 first 60 ft unlgtd; 1780 ft of rwy lgtd. Rwy 13–31 NSTD LIRL; lgts located 125 ft left and right of centerline. Rwy 31 dsplcd thld identified at ngt by one green lgt each side of rwy. ACTIVATE LIRL Rwy 13–31 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For pickup clearance, TF 800–932–0712.

PENN VALLEY (See SELINSGROVE)

PENNRIDGE (See PERKASIE)

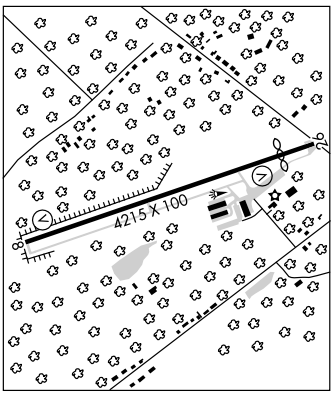
PENNS CAVE (See CENTRE HALL)

PENN'S LANDING HELIPORT (See PHILADELPHIA)

PENUE N40°54.62′ W77°44.51′ NOTAM FILE UNV.
NDB (LOM) 388 UN 242° 6.2 NM to University Park.

PERKASIE

PENNRIDGE (CKZ) 1 N UTC−5(−4DT) N40°23.35′ W75°17.43′ NEW YORK L–33A, 34G, A
568 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT IAP
RWY 08–26: H4215X100 (ASPH–PFC) D–26 MIRL 1.1% up E
RWY 08: REIL. SAVASI(S2L). GA 4.0° TCH 21′. Trees.
RWY 26: REIL. SAVASI(S2L). GA 4.0° TCH 21′. Thld dsplcd 360′. Trees.



AIRPORT REMARKS: Attended daylight hours. For svc after hrs ctc 267–718–4254. Parachute Jumping. Occasional deer and wild turkeys on and invof rwy. Skydiving activities daily dawn to dusk. Rwy 08–26 CLOSED to touch and go ldgs. TPA for light acft 1368(800); TPA for turbo prop and jets 1768(1200). PPR for acft operating over 26,000 lbs ctc arpt mgr at 215–257–0166 prior to arrival.
WEATHER DATA SOURCES: AWOS–3 126.325 (215) 257–7291.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 21.4 NM to fld. 742/9W.
QUAKERTOWN NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 184°2.2 NM to fld. Monitored dalgt hours only. Unusable by 10 NM.

PERKIOMEN VALLEY (See COLLEGEVILLE)

NDB UKT 208	APP CRS 181°	Rwy Idg N/A TDZE N/A Apt Elev 568

NDB or GPS-A

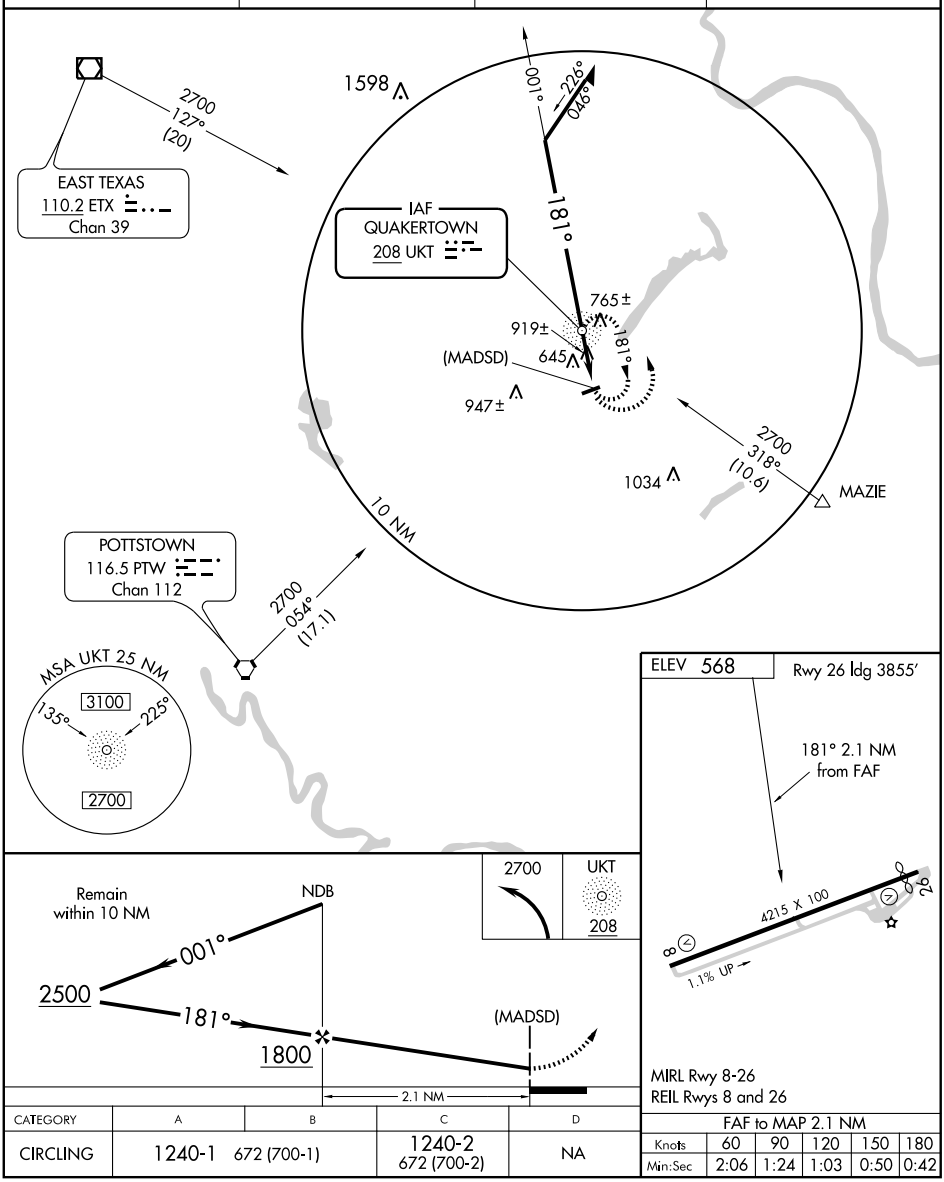
PERKASIE/ PENNRIDGE (CKZ)

▼ If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1240-1	672 (700-1)	1240-2 672 (700-2)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4215
082°	TDZE	557
	Apt Elev	568

RNAV (GPS) RWY 8

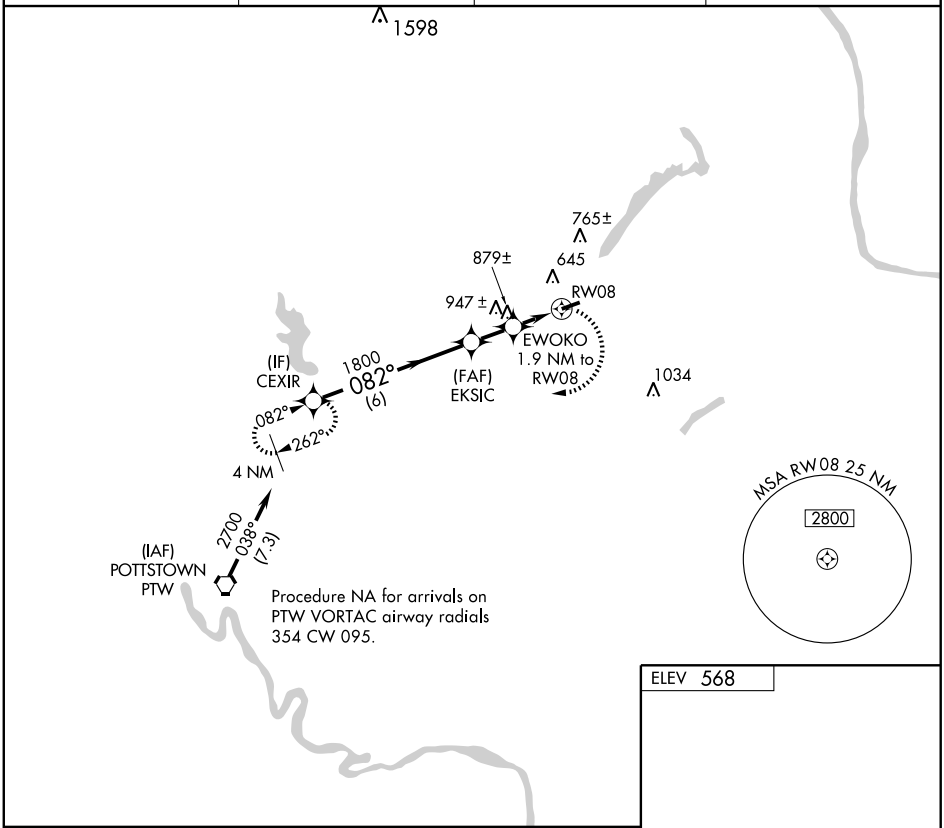
PERKASIE/ PENNRIDGE (CKZ)

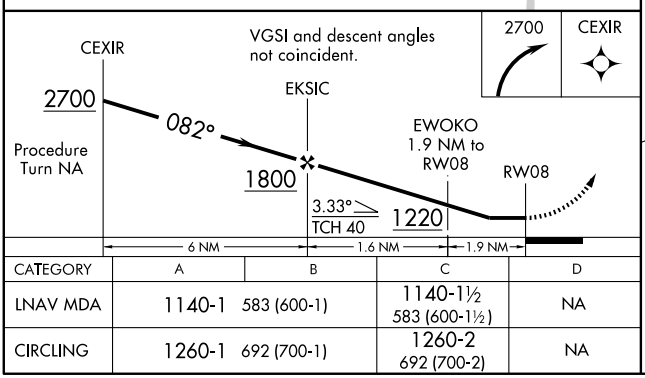
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

NA

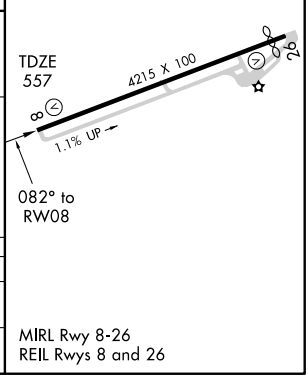
MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 583 (600-1)		1140-1½ 583 (600-1½)	NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3855
262°	TDZE	564
	Apt Elev	568

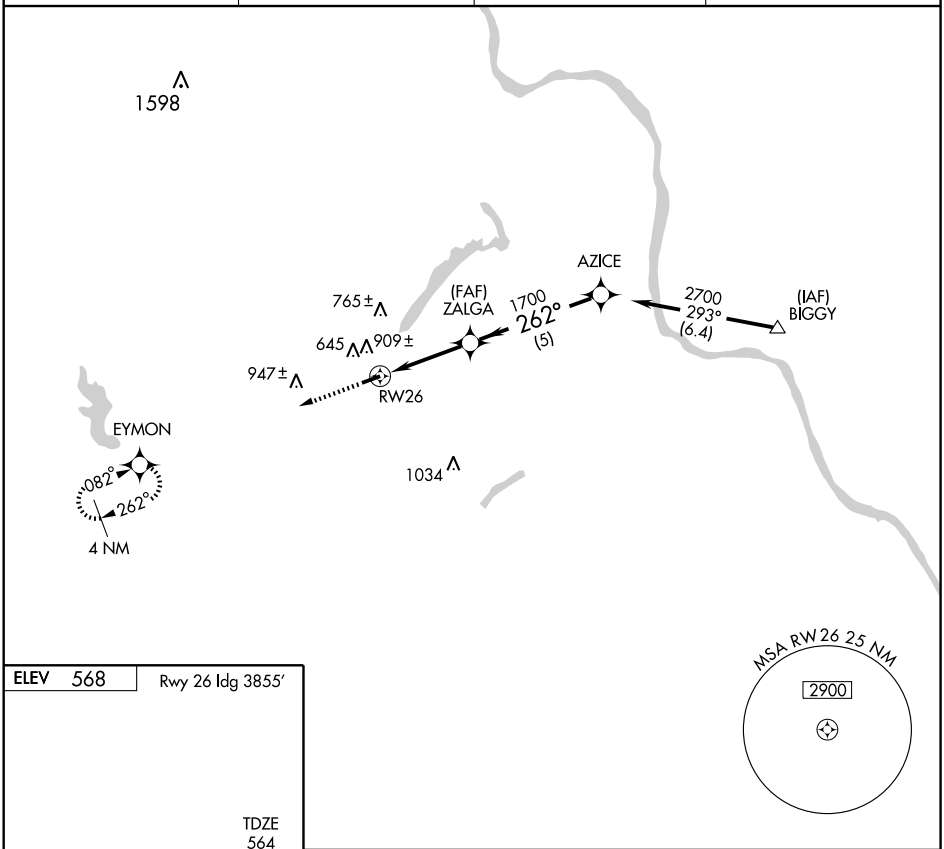
RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)

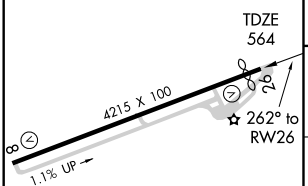
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

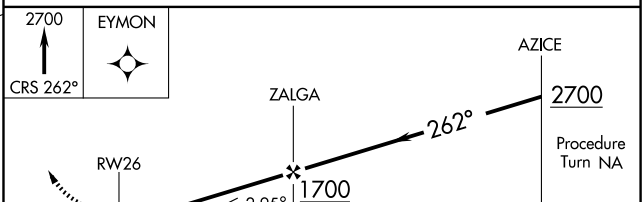
MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)



ELEV 568 Rwy 26 Idg 3855'



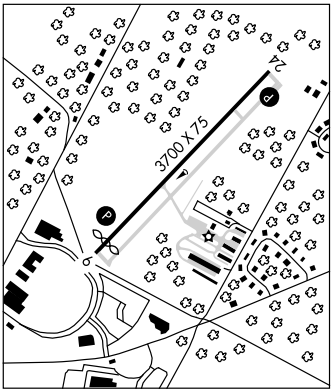


CATEGORY	A	B	C	D
LNAV MDA	960-1 396 (400-1)			NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WINGS FLD (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (215) 646–1068.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
AMBLER NDB (MHW) 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



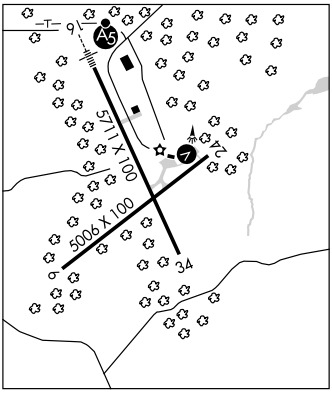
PHILADELPHIA SPB (See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
RCO 122.1R 115.5T (ALTOONA RADIO)
RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
RWY 11–29: 3350X125 (TURF–GRVL)
RWY 11: Trees. **RWY 29:** Thld dsplcd 205′. Sign.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
RWY 16: MALSR. Trees. **RWY 34:** Trees.
RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
RWY 06: Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.525 (814) 343–4531.
COMMUNICATIONS: CTAF 122.9
PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
ILS 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



WAAS	APP CRS	Rwy Idg	3523
CH 42719	065°	TDZE	301
W06A		Apt Elev	302

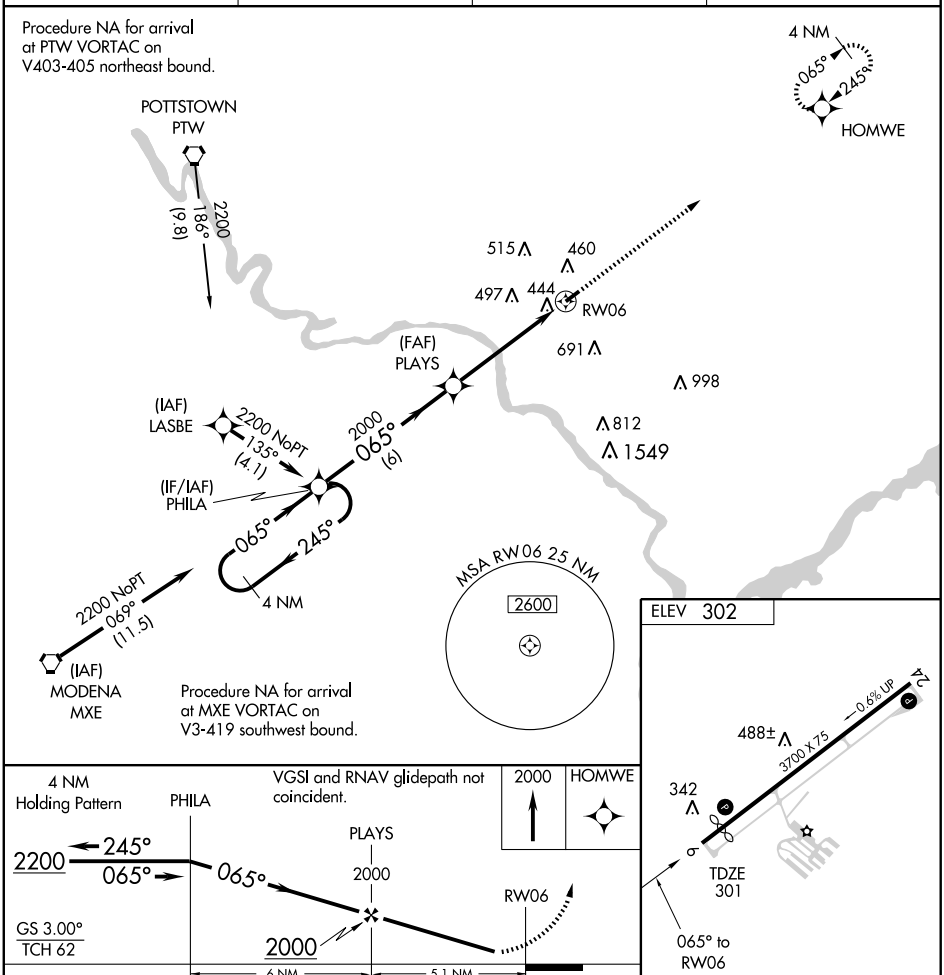
RNAV (GPS) RWY 6

PHILADELPHIA / WINGS FIELD (LOM)

Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOMWE and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	614-1	313 (400-1)	NA	
LNAV/VNAV DA	788-1¾	487 (500-1¾)	NA	
LNAV MDA	720-1	419 (500-1)	NA	
CIRCLING	780-1	478 (500-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3700
CH 90419	245°	TDZE	295
W24A		Apt Elev	302

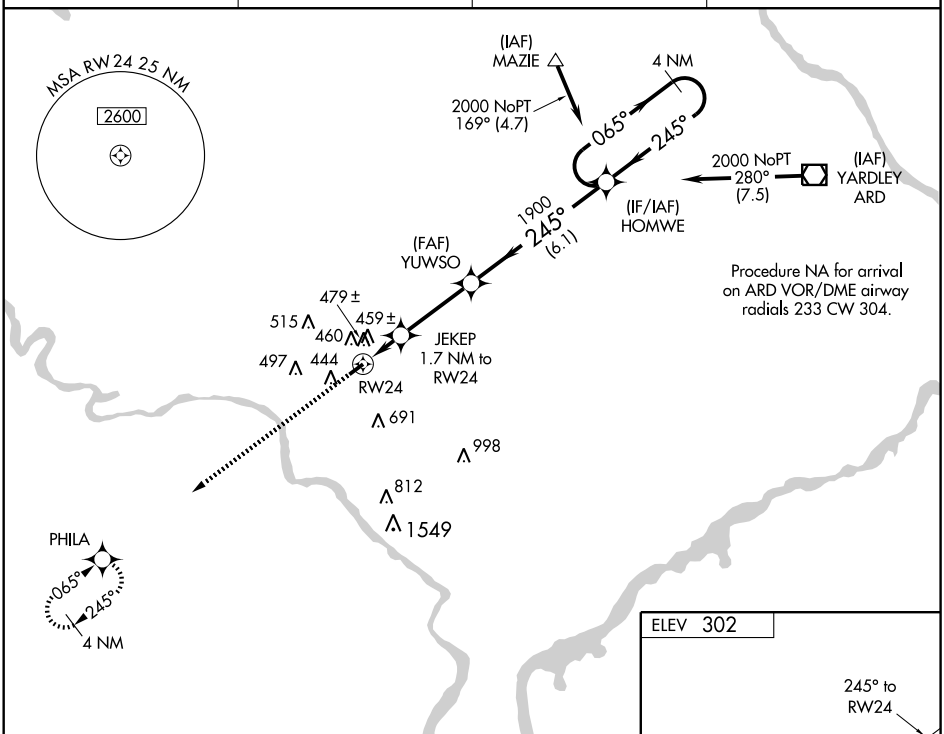
RNAV (GPS) RWY 24

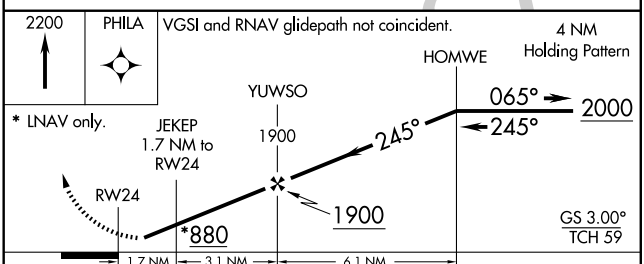
PHILADELPHIA / WINGS FIELD (LOM)

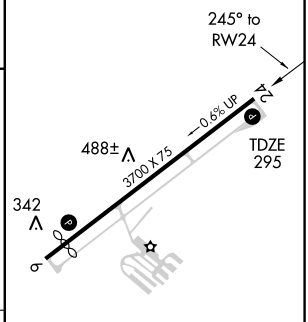
Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2200 direct PHILA and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	567-1	272 (300-1)	NA	
LNAV/VNAV DA	775-1¾	480 (500-1¾)	NA	
LNAV MDA	740-1	445 (500-1)	NA	
CIRCLING	780-1	478 (500-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA TOWER
118.5 327.05
(RWYS 09L-27R, 08-26 and 17-35)
135.1 327.05
(RWY 09R-27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

RWY 08-26
PCN 27 F/A/X/T
D-145
RWY 09L-27R
PCN 60 F/A/X/T
S-100, D-210, 2D-350
RWY 09R-27L
PCN 60 F/A/X/T
S-200, D-210, 2D-350
RWY 17-35
PCN 27 F/A/X/T
S-100, D-170, 2D-300

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

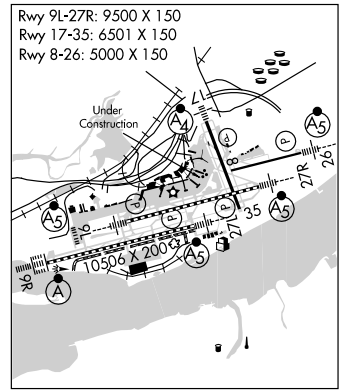
AIRPORT DIAGRAM

10266

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)

PHILADELPHIA INTL (PHL) 5 SW UTC−5(−4DT) N39°52.33′ W75°14.45′ **WASHINGTON**
36 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E **H–10I, 12J, L–34G, A**
NOTAM FILE PHL **IAP, AD**

RWY 09R–27L: H10506X200 (ASPH–GRVD) S–200, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
RWY 09R: ALSF2. TDZL. Trees.
RWY 27L: MALSR. PAPI(P4R)—GA 3.10° TCH 71′. Boat.
RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
RWY 09L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 71′. Ground.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0° TCH 81′. Boat.
RWY 17–35: H6501X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL
RWY 17: MALSF. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 35: REIL. Boat.
RWY 08–26: H5000X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T HIRL CL 0.5% up E
RWY 08: Bldg.
RWY 26: MALSR. PAPI(P4R)—GA 3.15° TCH 50′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09L	17–35	7350
RWY 17	09–27R	4400

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Airport is located in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used. Unlgtd stack 288 ft MSL (271 ft AGL) 2.3 NM SW of arpt. TCAS equipped acft—TCAS alert may be caused by transponder equipped ships located PHL Naval Base 3 NM E. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189 ft. Rwy 26 ship channel (Schuylkill) max height of ships 149′. Possible unmarked ship obstruction transiting east or westbound along the Delaware River reaching heights of 189′—be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other rwys. Pilots can expect to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. ASDE–X surveillance system in use, pilots should operate mode C on all twys and rwys. Only nose-in parking permitted on North and East remote aprons. PPR from arpt ops for all acft parking on North and East remote aprons; ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Rwy 09 rollout RVR used for Rwy 09L midpoint RVR. Rwy 09L touchdown RVR avbl. Rwy 27R touchdown RVR avbl. Rwy 09R rollout RVR avbl. Rwy 27L touchdown, and rollout RVR avbl. Rwy 17 touchdown RVR avbl. Rwy 35 touchdown RVR avbl. Rwy 08 touchdown, rollout RVR avbl. Rwy 26 touchdown, rollout RVR avbl. Rough, uneven pavement on Twy S between Twy L and Twy S1. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (215) 492–9617. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 133.4 **D–ATIS DEP** 135.925 **UNICOM** 122.95

Ⓡ **APP CON** 124.35 128.4 (270°–089° above 5000′) 126.6 (090°–269° above 5000′) 127.35 (090°–269° at or below 5000′) 126.85 (270°–360° at or below 5000′) 123.8 (001°–089° at or below 5000′)

Ⓡ **DEP CON** 119.75 (090°–269°) 124.35 (270°–089°)

TOWER 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) **GND CON** 121.9 121.65 **CLNC DEL** 118.85

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 065° 20.6 NM to fld. 70/10W.
ILS/DME 108.75 I–MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 15° left of course.
ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IB.
ILS/DME 109.3 I–GLC Chan 30 Rwy 27L. ILS unusable inbound from 0.6 NM to thld.
ILS/DME 109.3 I–PHL Chan 30 Rwy 09R. Class IIIE. DME also serves Rwy 27L.
ILS/DME 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IE. DME unusable within 0.3 NM from thld.
ILS/DME 111.55 I–LLH Chan 52(Y) Rwy 26.

COMM/NAV/WEATHER REMARKS: Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM approaches. Rwy 26 monitor 123.6 and Rwy 27L monitor 120.425.

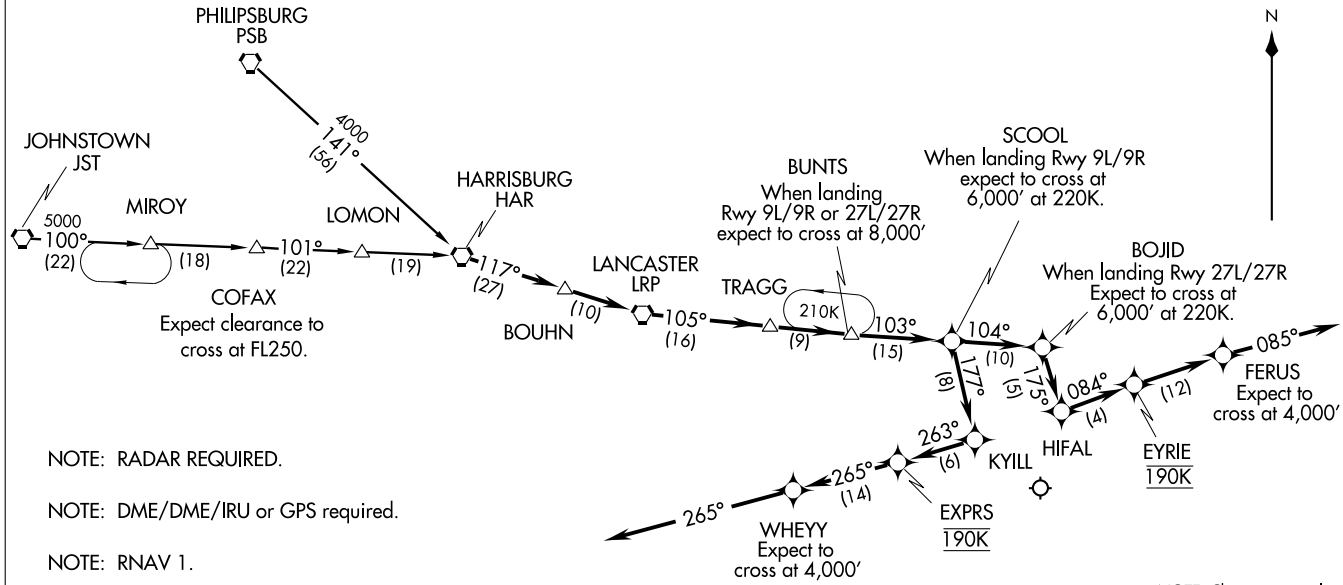
BOJID ONE ARRIVAL (RNAV)

(BOJID.BOJID1) 07298

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

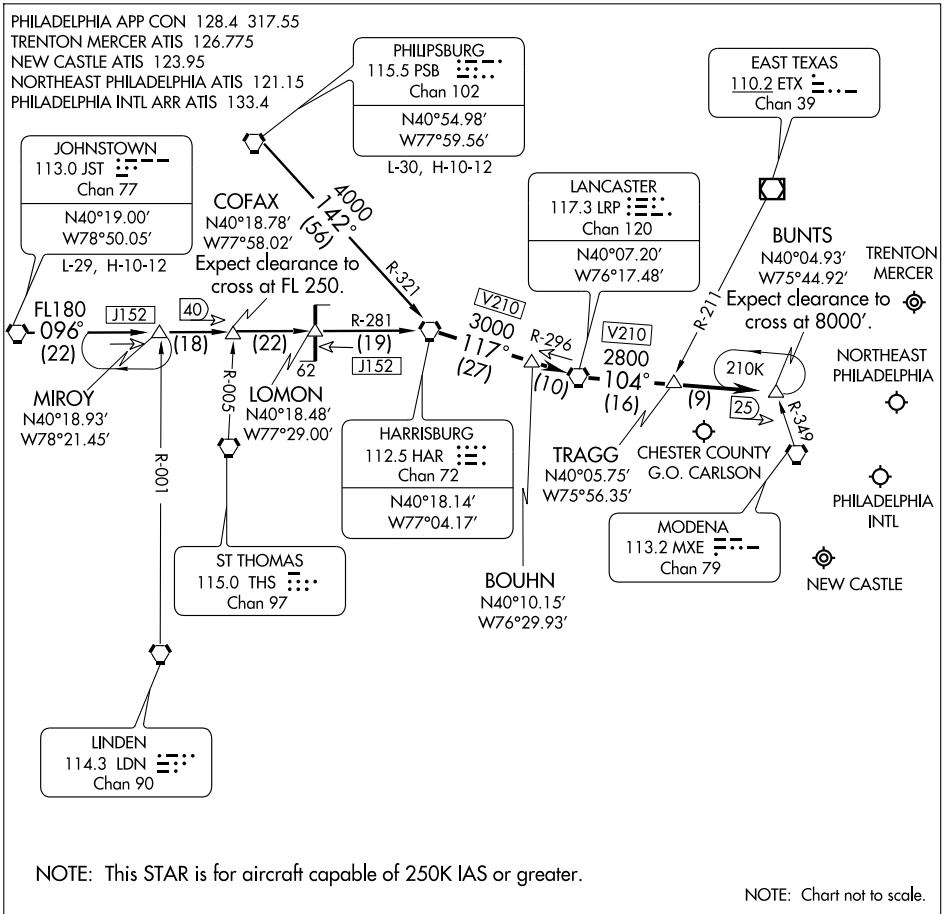
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

ST-320 (FAA)

BOJID ONE ARRIVAL (RNAV)
(BOJID.BOJID1) 07298
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

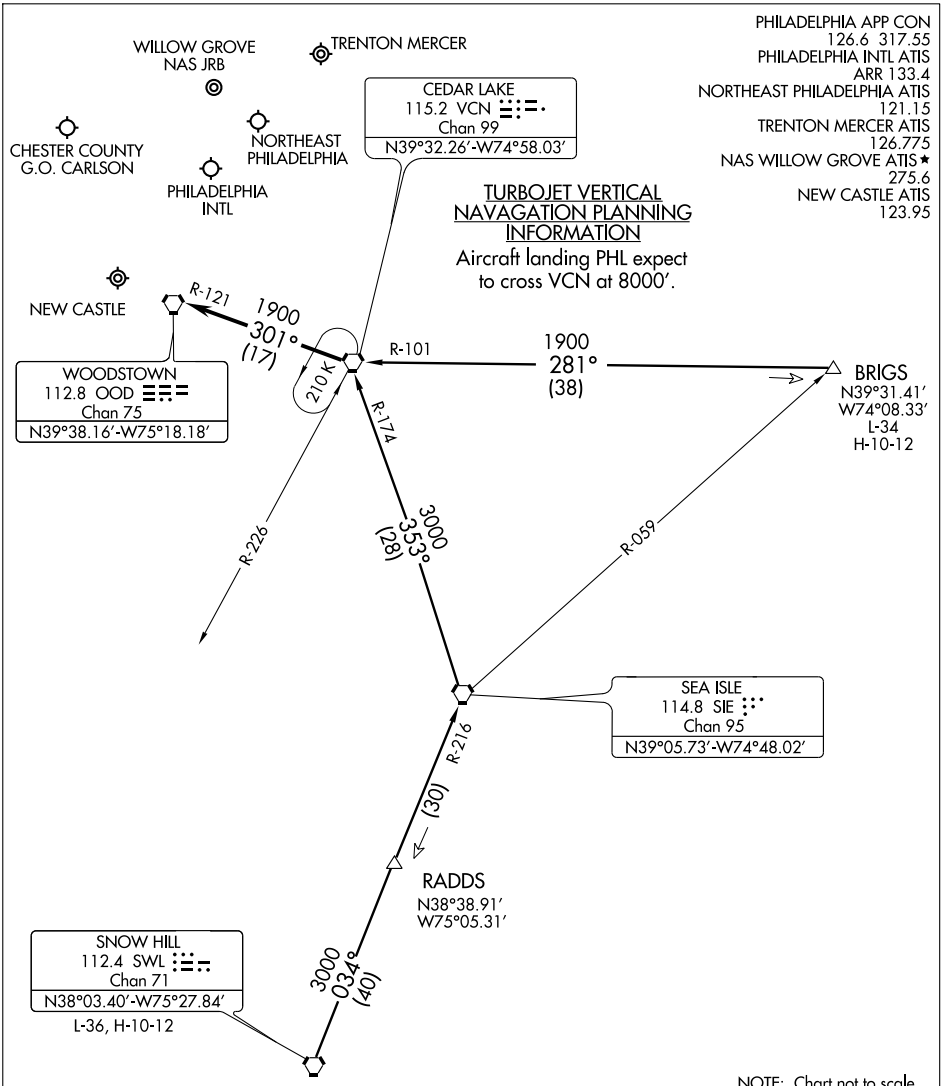
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	22
Chan 30		Apt Elev	38

CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

Simultaneous converging approaches authorized with Rwy 17.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

* 3000 when authorized by ATC.

IAF MODENA 113.2 MXE Chan 79

IAF DUPONT 114.0 DQO Chan 87

BWINE INT I-PHL 15.4

ASOCI INT I-PHL 11.5

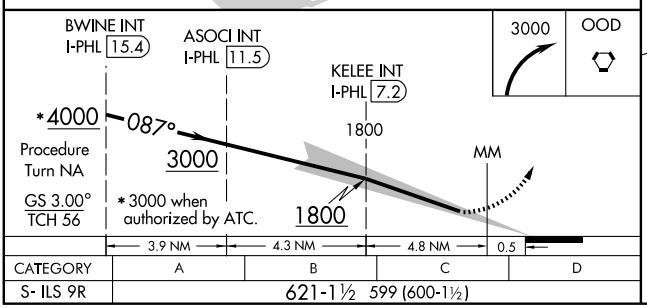
KELEE INT I-PHL 7.2

WOODSTOWN 112.8 OOD Chan 75

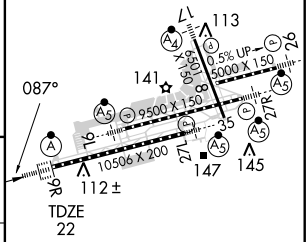
LOCALIZER 109.3 I-PHL Chan 30

NAAS Mustin (Abandoned)

MSA OOD 25 NM 2600



CATEGORY	A	B	C	D
S- ILS 9R	621-1½ 599 (600-1½)			



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply.
Visibility reduction by helicopters NA.
NA Simultaneous converging approaches authorized with Rwy 9R.

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

IAF POTTSTOWN 116.5 PTW Chan 112

IAF YARDLEY 108.2 ARD Chan 19

3000 137° (13)

3000 254° (22)

349°

169°

(IF) COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

R-254 R-137 R-087 R-049

2000 (7)

1549 913 1004 417 301 191 185 216 130 270 270 618 206 246 154± 278 285 276

113.2 MXE Chan 79

NAAS Mustin (Abandoned)

10 NM

LOCALIZER 108.75 I-MYY Chan 24(Y)

ALTERNATE MISSED APCH FIX

109° 289° R-109

YARDLEY 108.2 ARD Chan 19

MISSED APCH FIX

049° 229° R-049

NORTH PHILADEPHIA PNE 112.0

MSA OOD 25 NM

2600

1049

WOODSTOWN 112.8 OOD Chan 75

RADAR REQUIRED

ELEV 36

169°

TDZE 10

17 113 141 9 9500 X 150 0.5% UP 5000 X 150 26 27R 35 27L 10506 X 200 9R 112± 147 145

COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

3000 169° 2000 2000

GS 3.00° TCH 52

7 NM 6 NM

3000 PNE

CATEGORY	A	B	C	D
S-ILS 17	650-2 640 (700-2)			690-2¼ 680 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

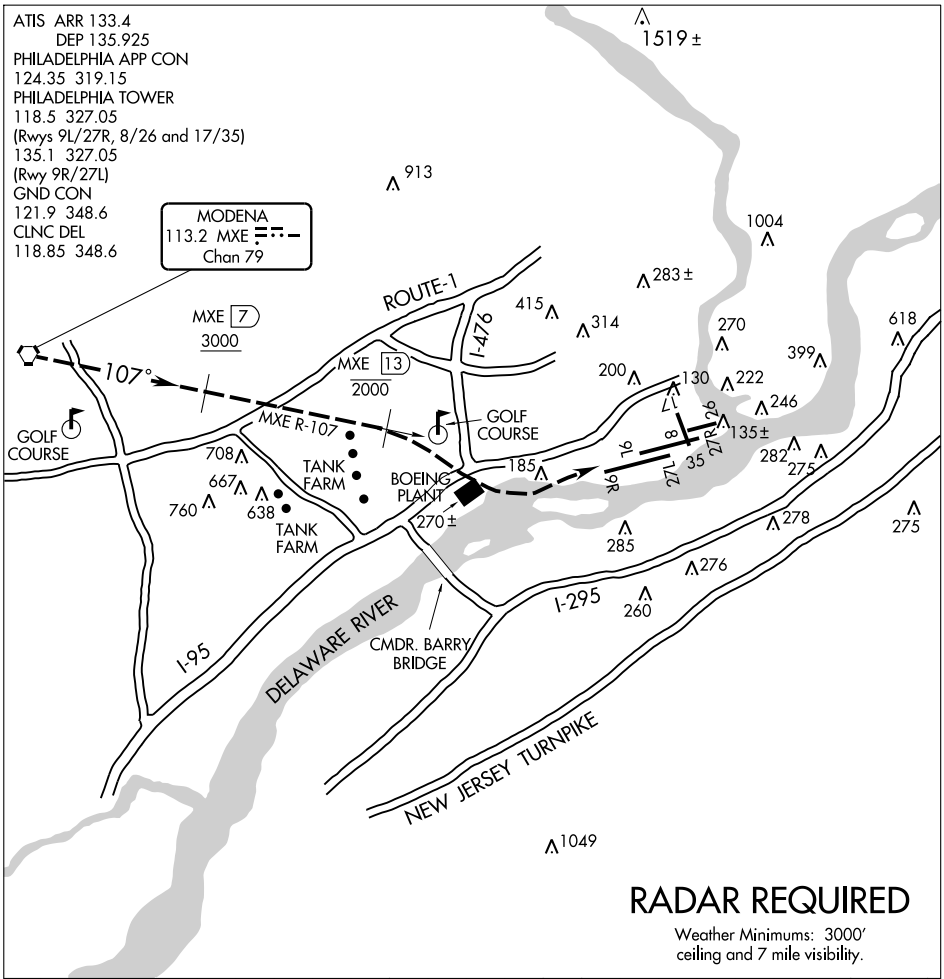
DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

FREEDOM VISUAL RWY 9L

AL-320 (FAA)



FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

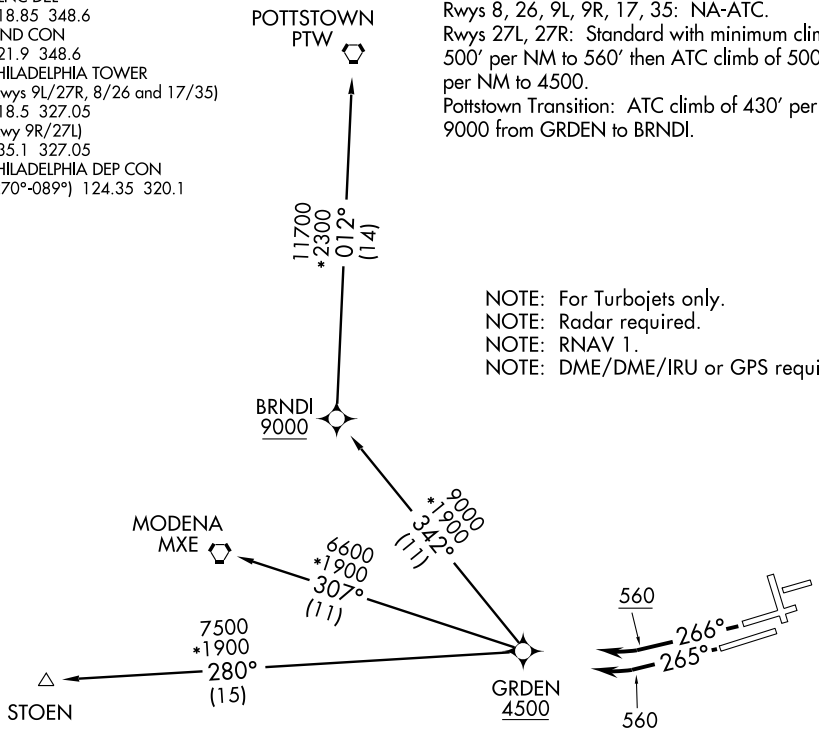
Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRDEN ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1

TAKE-OFF MINIMUMS:
Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560' then ATC climb of 500' per NM to 4500.
Pottstown Transition: ATC climb of 430' per NM to 9000 from GRDEN to BRNDI.



TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence....
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence....

....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (GRDEN1.MXE):
POTTSTOWN TRANSITION (GRDEN1.PTW):
STOEN TRANSITION (GRDEN1.STOEN):

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GUNNI TWO ARRIVAL (RNAV)

(GUNNI.GUNNI2) 10154

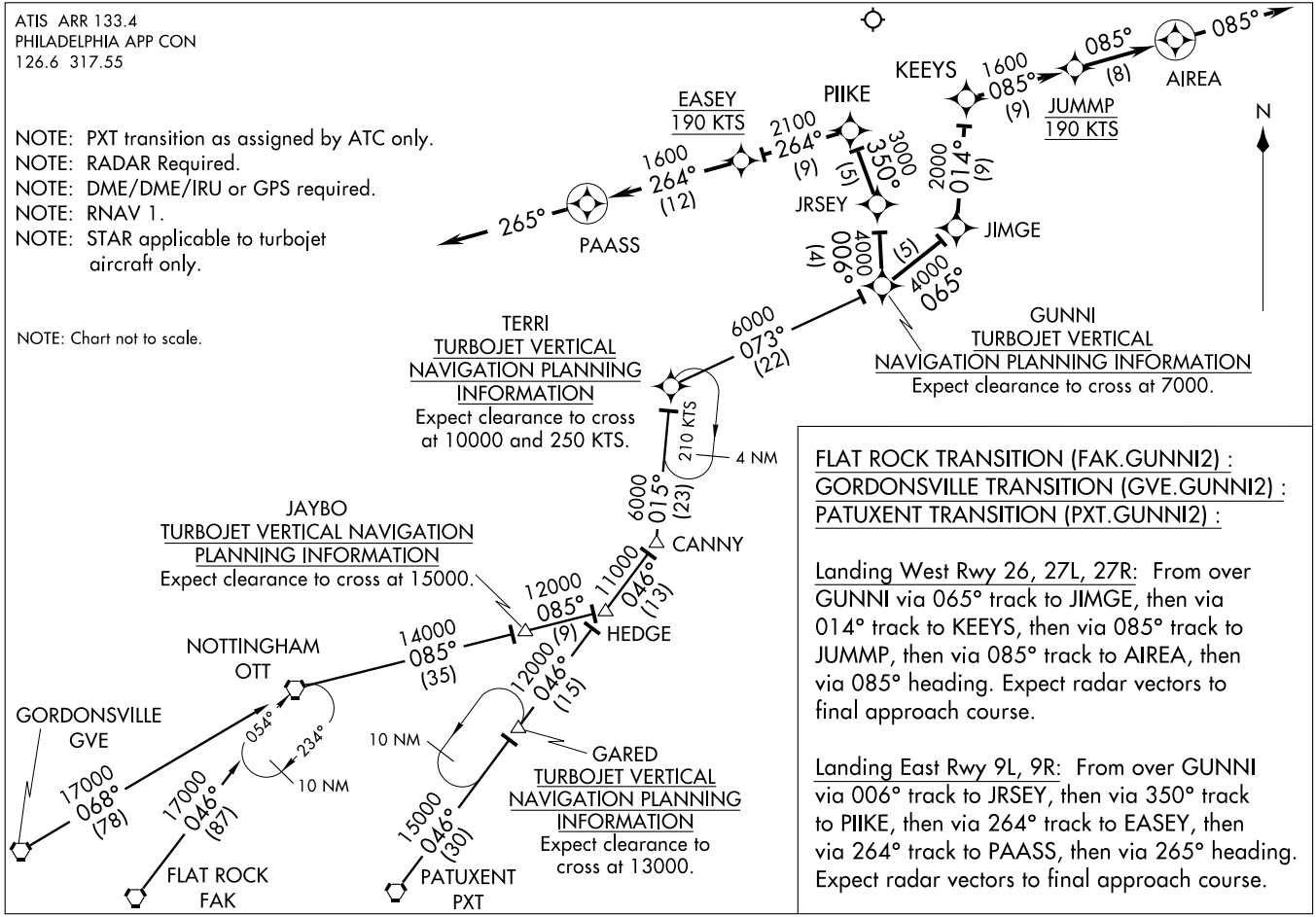
PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55

NOTE: PXT transition as assigned by ATC only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: STAR applicable to turbojet aircraft only.

NOTE: Chart not to scale.



FLAT ROCK TRANSITION (FAK.GUNNI2) :
GORDONSVILLE TRANSITION (GVE.GUNNI2) :
PATUXENT TRANSITION (PXT.GUNNI2) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

(GUNNI.GUNNI2) 10154

GUNNI TWO ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HARRISBURG, PA		
CAPITAL CITY (CXY)	HS 1	Rwy 26 LAHSO.
	HS 2	Rwy 08 ILS hold line.
	HS 3	Twy C at Rwy 30 and Twy B.
PHILADELPHIA, PA		
PHILADELPHIA INTL (PHL)	HS 1	Rwy 08 and Twy D.
	HS 2	Twy H and E int in close proximity of Rwy 17-35.
	HS 3	Twy Y and S int in close proximity of Rwy 09R-27L.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

LOC/DME I-PDP	APP CRS		27R	27L
108.95	266°	Rwy Idg	9500	10506
Chan 26 (Y)		TDZE	11	10
		Apt Elev	36	36

▼ ▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) | 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

(IAF)
ENZEW
RBV 23.1
086°
266°
(5.5)

(IF)
MRTIN INT
I-PDP 11.3

JALTO
I-PDP 6.1

HADNI
I-PDP 2

MXE
R-115

R-200

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

1549 1004 417 301 216 270 130 270 388 618 2100 191 206 246 185 154± 285 282 278 276

10 NM

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

1500 | 3000 MXE R-115 | MXE

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
Procedure Turn NA
2100
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
*LOC only
VGSI and ILS glidepath not coincident.
0.2 | 2 NM | 4.1 NM | 5.1 NM

ELEV 36

266° 6.3 NM from FAF

CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VII	APP CRS	Rwy Idg 9500
108.95	085°	TDZE 13
Chan 26 (Y)		Apt Elev 36

ILS or LOC RWY 9L

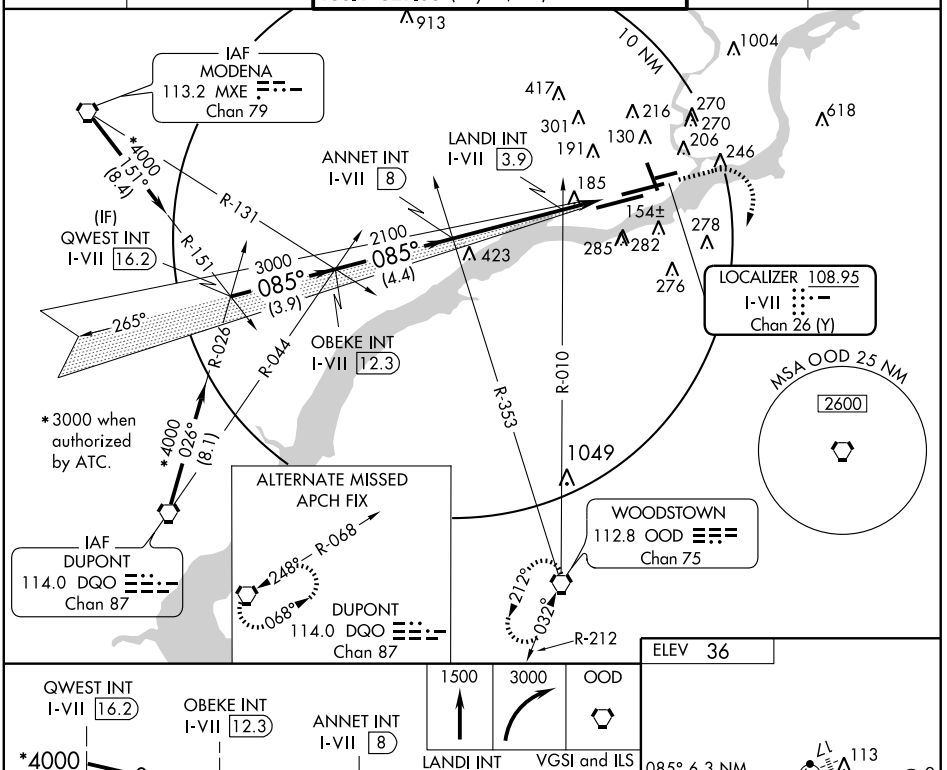
PHILADELPHIA INTL (PHL)

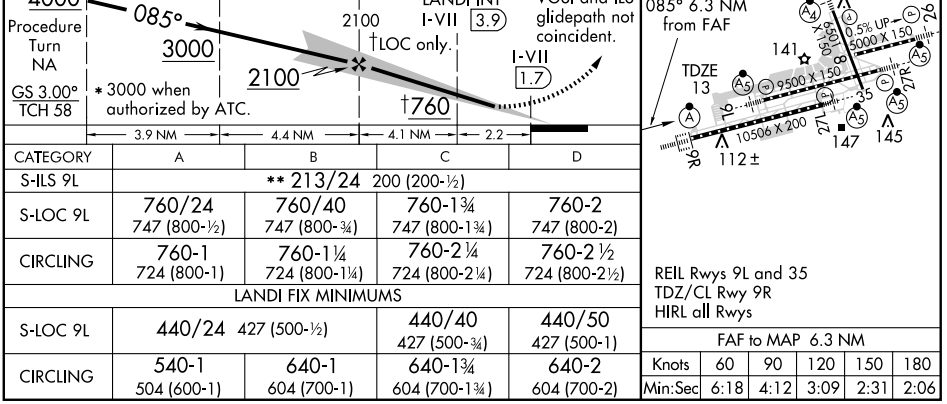
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

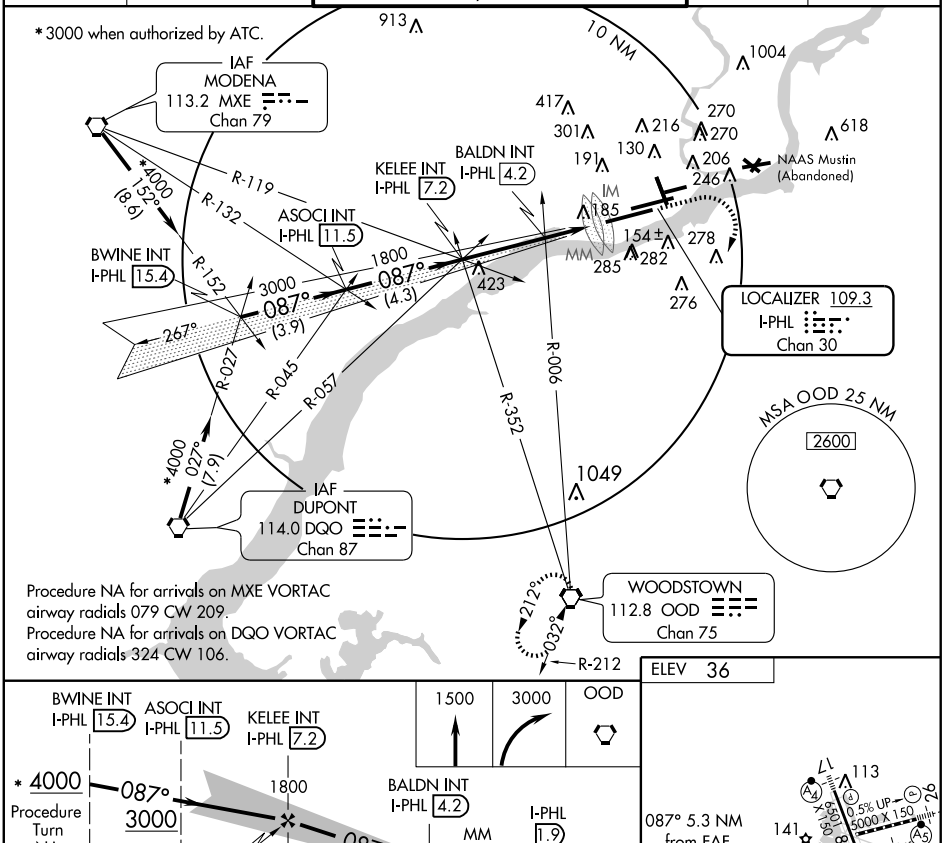
ILS or LOC RWY 9R

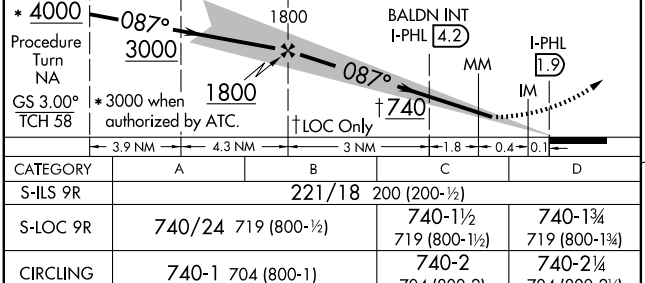
PHILADELPHIA INTL (PHL)

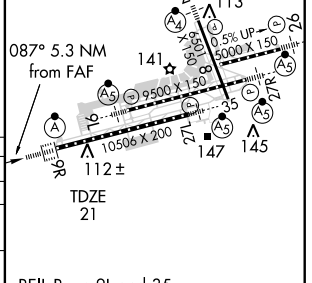
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

ILS or LOC RWY 17

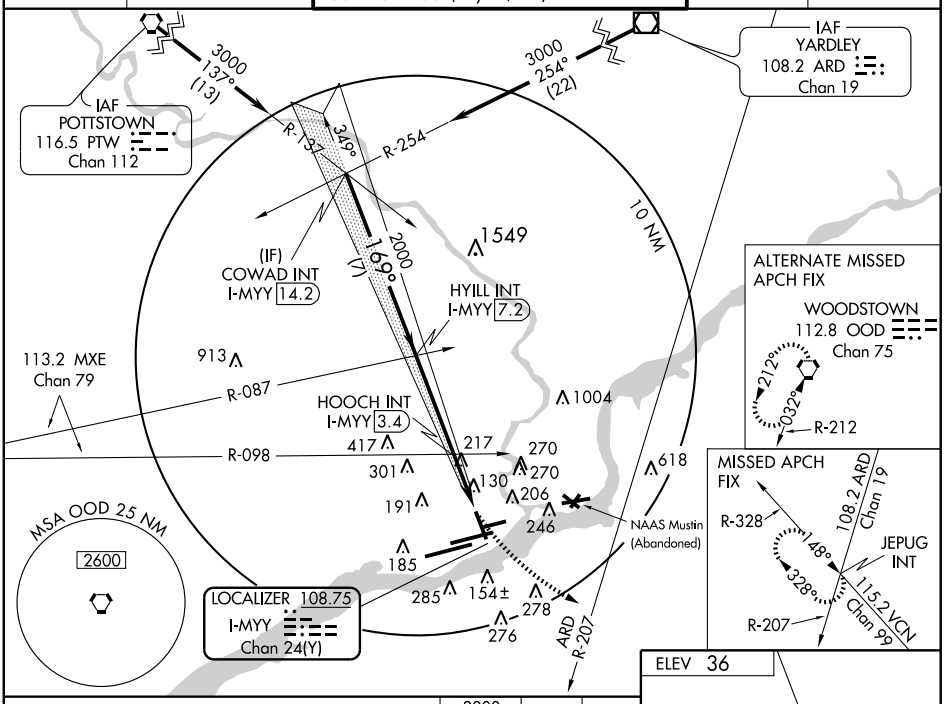
PHILADELPHIA INTL (PHL)

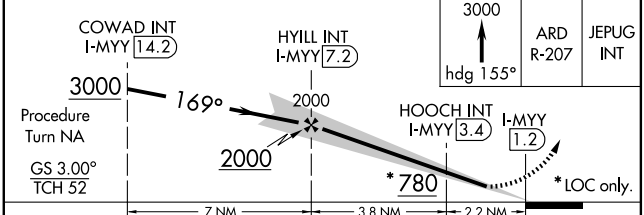
Inoperative table does not apply.
Visibility reduction by helicopter NA.

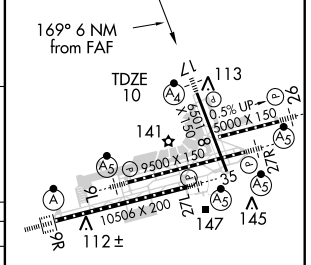
MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 17		260/50	250 (300-1)	
S-LOC 17	780/50 770 (800-1)	780/60 770 (800-1¼)	780-2¼ 770 (800-2¼)	780-2½ 770 (800-2½)
CIRCLING	780-1 744 (800-1)	780-1¼ 744 (800-1¼)	780-2¼ 744 (800-2¼)	780-2½ 744 (800-2½)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GLC	APP CRS	Rwy Idg	10506
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

ILS or LOC RWY 27L

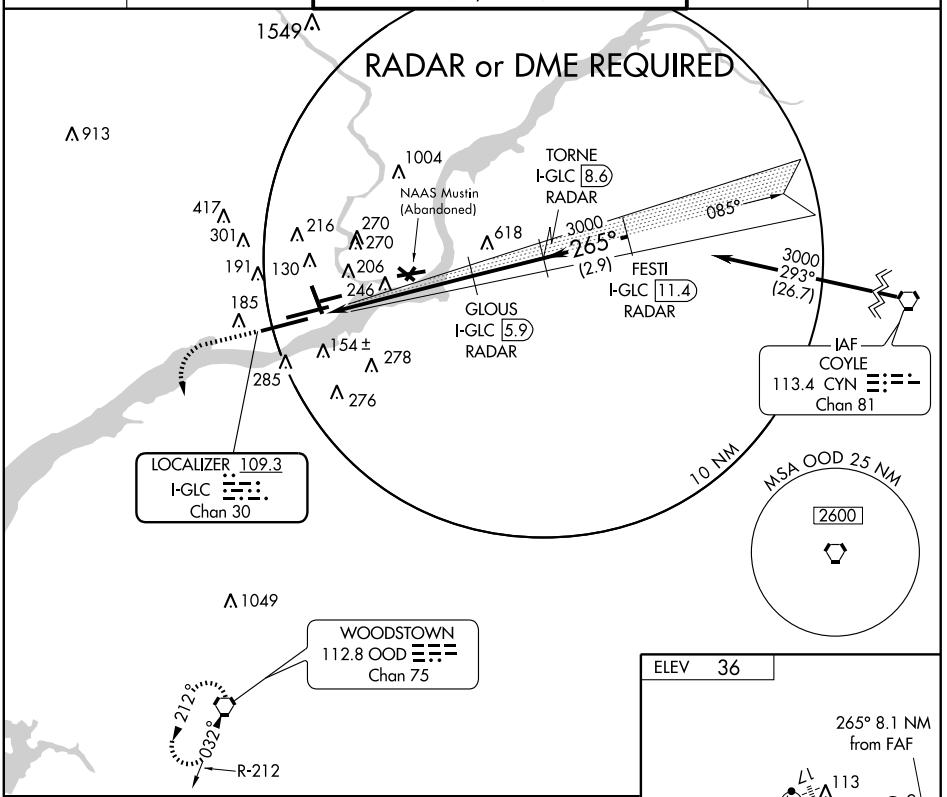
PHILADELPHIA INTL (PHL)

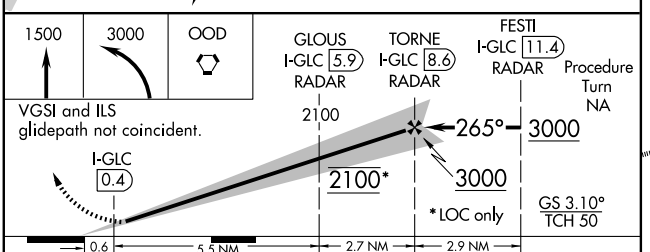
ILS unusable from .60 NM inbound to threshold.

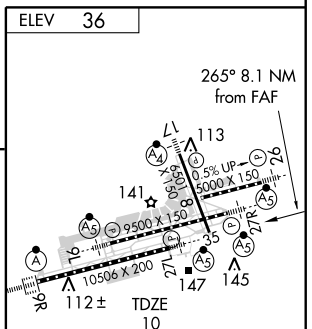
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 26
(SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-LLH	APP CRS	Rwy Idg 5000
111.55	263°	TDZE 36
Chan 52 (Y)		Apt Elev 36

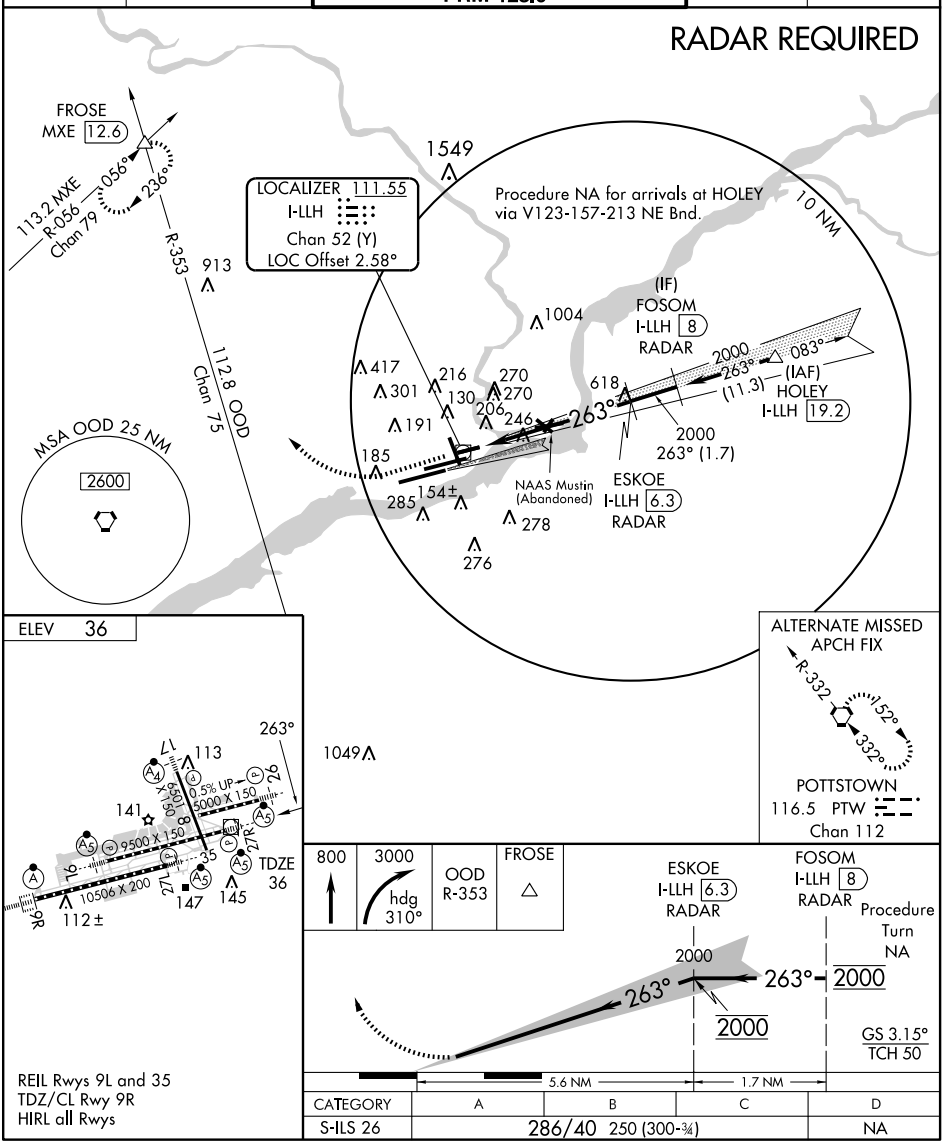
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L) PRM 123.6		

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 26	286/40	250 (300-¾)		NA

NE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-GLC	APP CRS	Rwy Idg 10506
109.3	265°	TDZE 10
Chan 30		Apt Elev 36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		
		PRM 120.425		

RADAR REQUIRED

913 1004 417 301 216 130 206 270 270 246 388 618 191 185 154± 285 278 276 1049

NAAS Mustin (Abandoned)

(IF) FESTI I-GLC 11.4 RADAR

TORNE I-GLC 8.6 RADAR

3000 265° 085° (2.9)

ALTERNATE MISSED APCH FIX

R-248 248° 068°

DUPONT 114.0 DQO Chan 87

LOCALIZER 109.3 I-GLC Chan 30

10 NM

MSA OOD 25 NM 2600

WOODSTOWN 112.8 OOD Chan 75

R-212 212° 032°

ELEV 36

265° 113 141 112± 147 145 TDZE 10

9500 X 150 0.5% UP 5000 X 150 10506 X 200

1500 3000 OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

GLOUS I-GLC 5.9 RADAR

TORNE I-GLC 8.6 RADAR

FESTI I-GLC 11.4 RADAR

Procedure Turn NA

3000 265° 265° 3000 3000

GS 3.10° TCH 50

6.1 NM 2.7 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L	257/24	247 (300-½)		

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 21 OCT 2010 to 18 NOV 2010

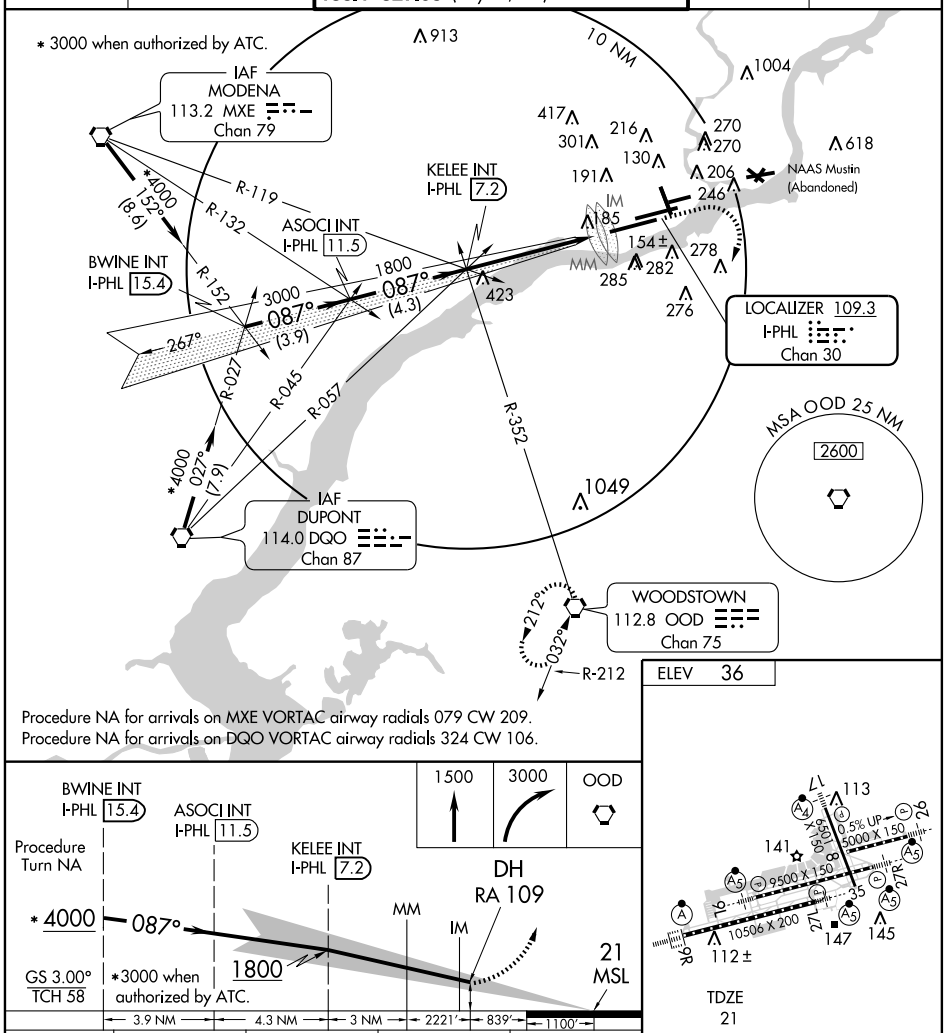
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT II)
PHILADELPHIA INTL (PHL)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010

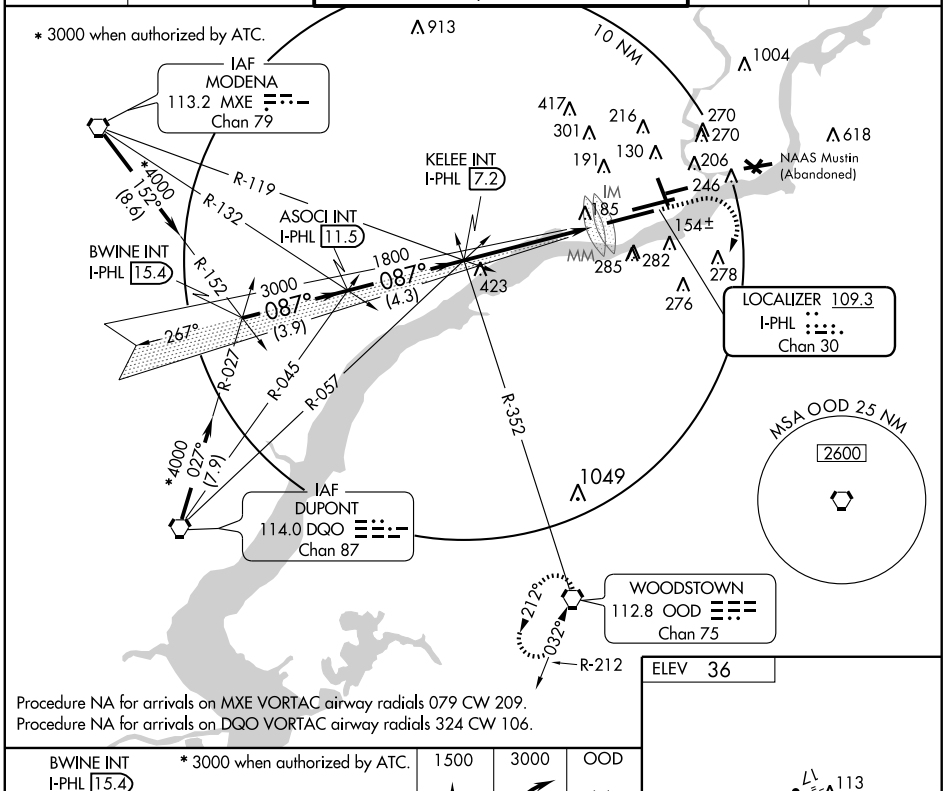
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT III)
PHILADELPHIA INTL (PHL)

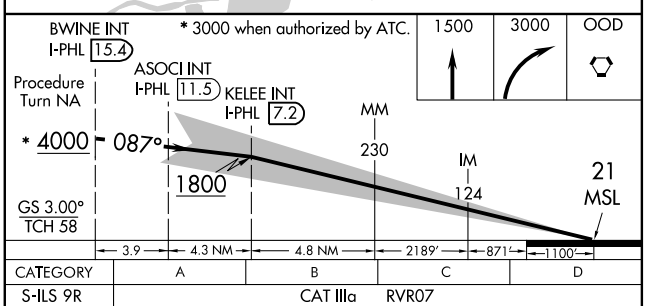
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



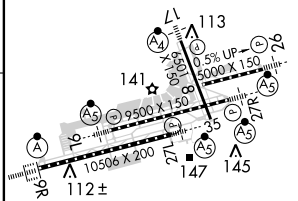
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR07	
S-ILS 9R		CAT IIIb	RVR06	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



TDZE
21

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LLH	APP CRS	Rwy Idg	5000
111.55	263°	TDZE	38
Chan 52 (Y)		Apt Elev	38

ILS RWY 26

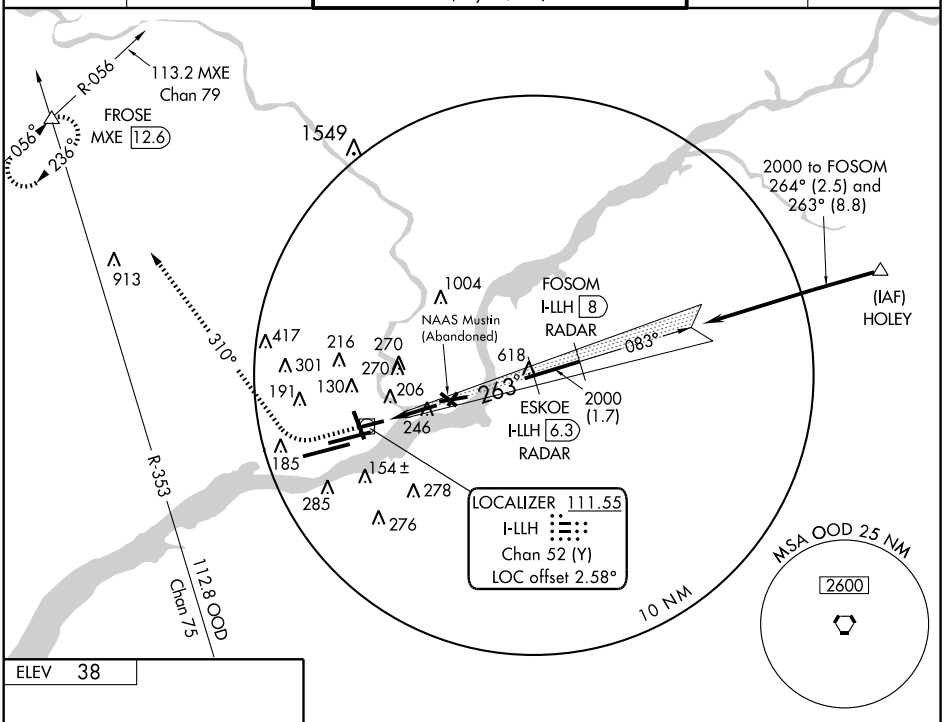
PHILADELPHIA INTL (PHL)

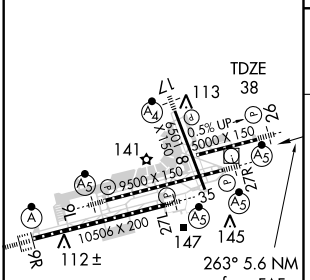
Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

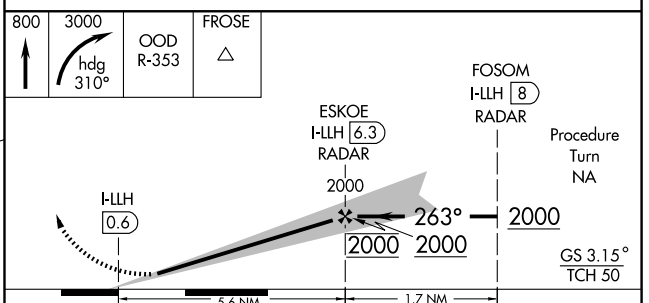
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 26	288/40 250 (300-¾)			NA
S-LOC 26	700/40 662 (700-¾)		700/60 662 (700-1¼)	NA
CIRCLING	700-1 662 (700-1)		700-1¾ 662 (700-1¾)	NA

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LOC/DME I-PDP	APP CRS	Rwy Idg	9500
108.95	266°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

1549
1004
417
301
216
270
270
130
246
206
191
185
MXE
R-115
388
618
2100
266°
(5.1)
3000
200°
(5.1)
108.2 ARD
Chan 19
(IAF)
MENGE
ARD 15
R-200
JALTO
I-PDP 6.1
(IF)
MRTIN INT
I-PDP 11.3
(IAF)
ENZEW
RBV 23.1
086°
(5.5)
154±
285
282
278
276

Procedure NA for arrivals at MENGE via V479 northbound.

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

10 NM

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

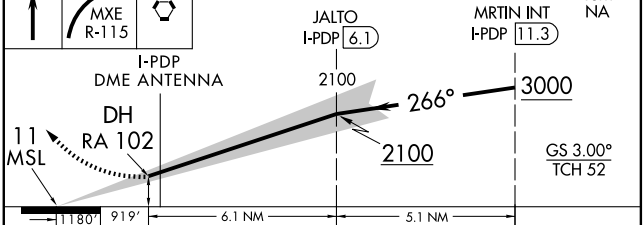
ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

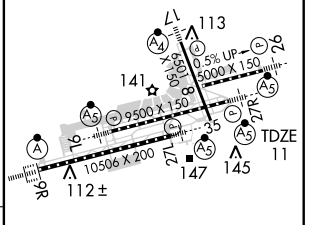
ELEV 36

1500	3000	MXE
	MXE R-115	

VGSI and ILS glidepath not coincident.

Procedure Turn NA



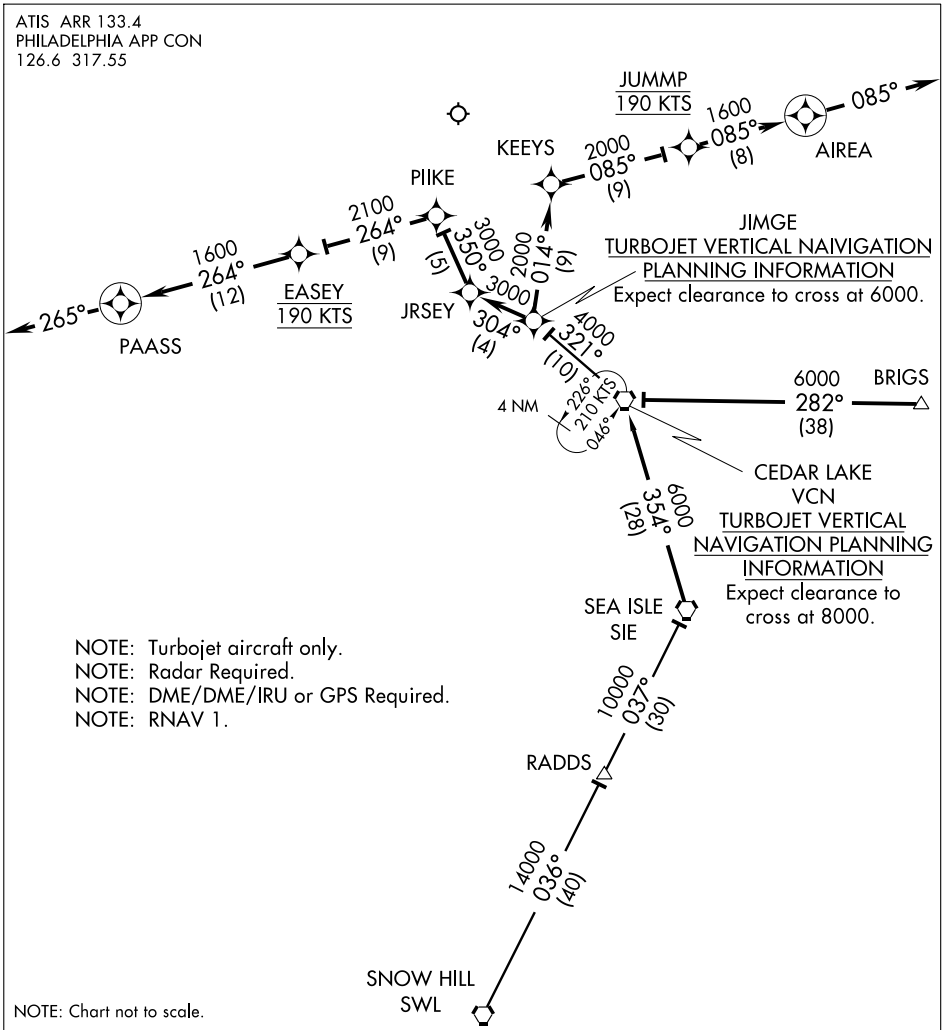


CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
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BRIGS TRANSITION (BRIGS.JIMGE2):
SNOW HILL TRANSITION (SWL.JIMGE2):

Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

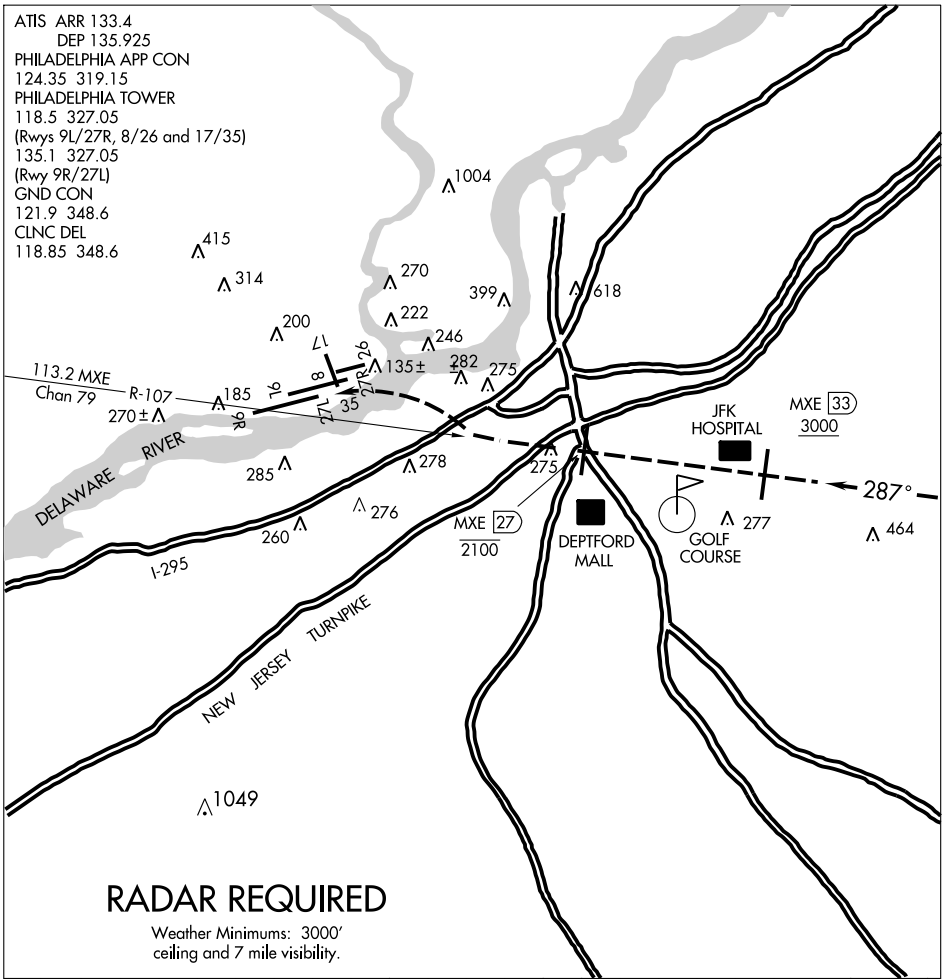
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

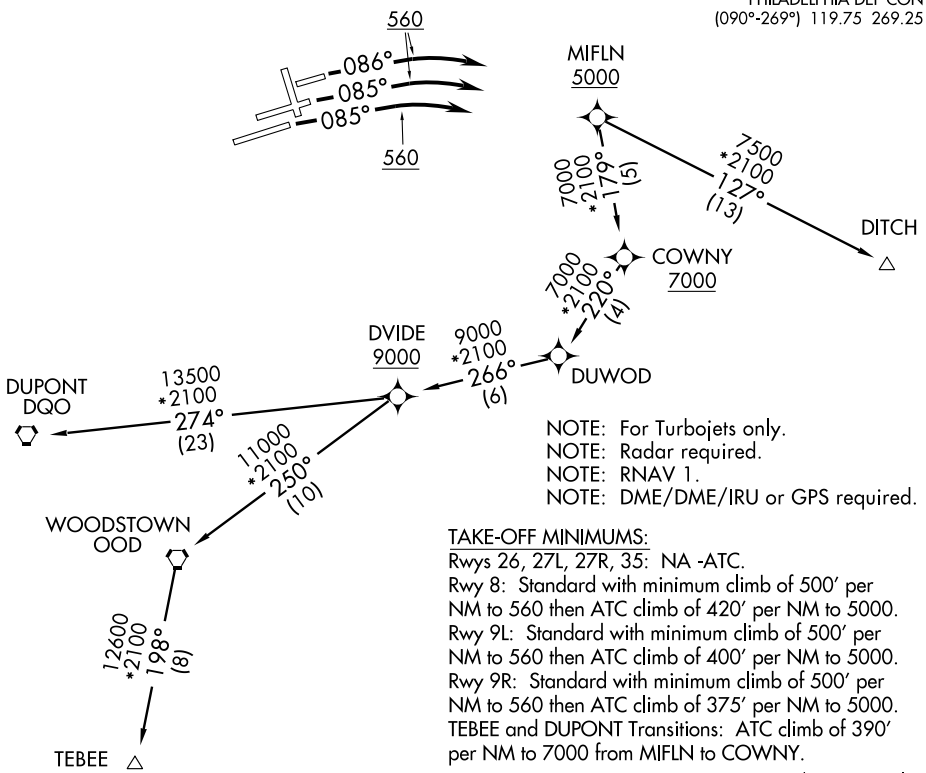
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MIFLN ONE DEPARTURE (RNAV)

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Crane 1 NM from DER, 868′ left of centerline, 197′ AGL/208′ MSL.
Multiple cranes beginning 5928′ from DER, 182′ right of centerline up to 210′ AGL/220′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline,12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25



NOTE: For Turbojets only.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKE-OFF MINIMUMS:
Rwys 26, 27L, 27R, 35: NA -ATC.
Rwy 8: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 420′ per NM to 5000.
Rwy 9L: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 400′ per NM to 5000.
Rwy 9R: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 375′ per NM to 5000.
TEBEE and DUPONT Transitions: ATC climb of 390′ per NM to 7000 from MIFLN to COWNY.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

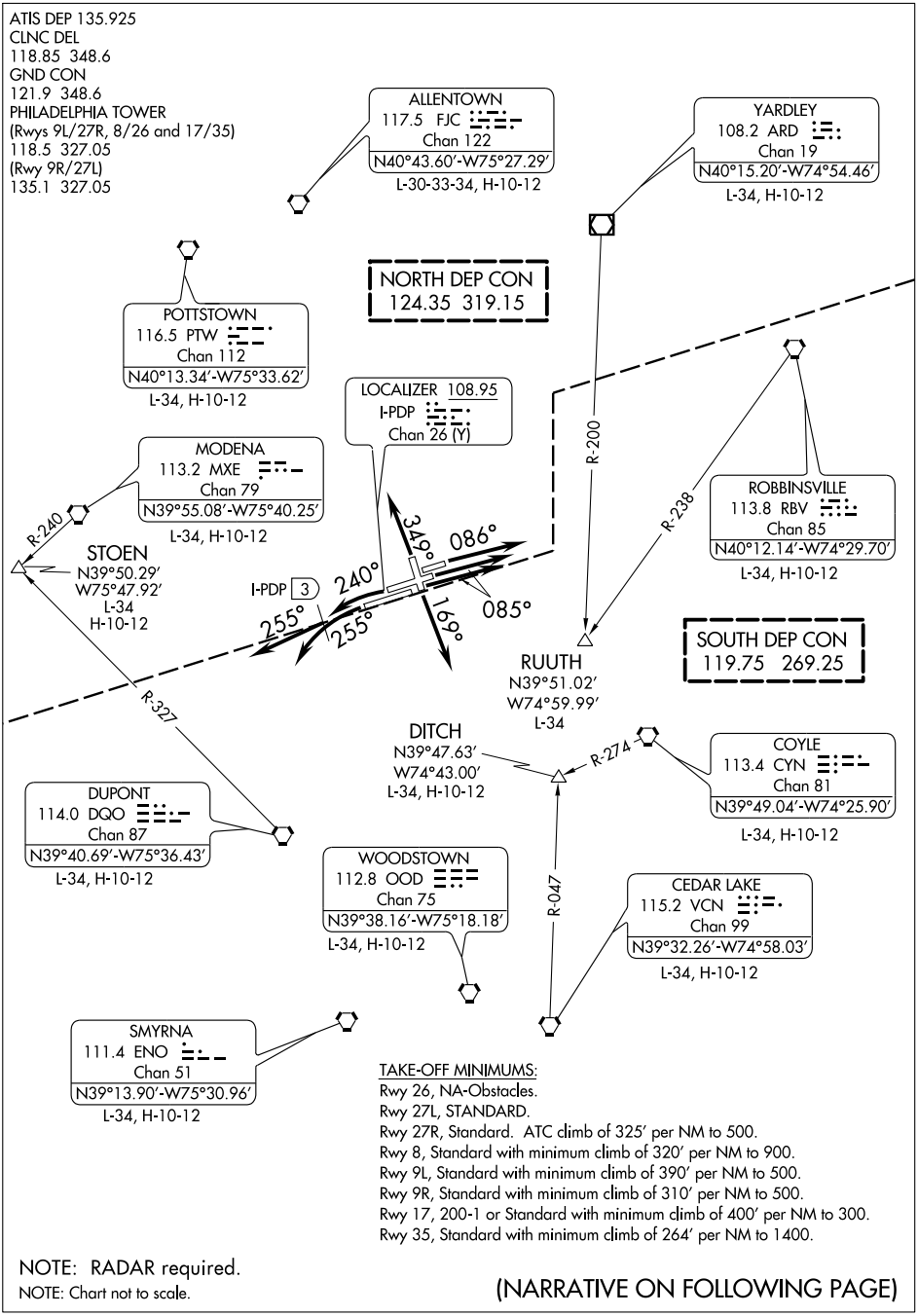
TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct MIFLN, thence....

....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (MIFLN1.DITCH):
DUPONT TRANSITION (MIFLN1.DQO):
TEBEE TRANSITION (MIFLN1.TEBEE):

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PHILADELPHIA EIGHT DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325' per NM to 500.
Rwy 8, Standard with minimum climb of 320' per NM to 900.
Rwy 9L, Standard with minimum climb of 390' per NM to 500.
Rwy 9R, Standard with minimum climb of 310' per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300.
Rwy 35, Standard with minimum climb of 264' per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010

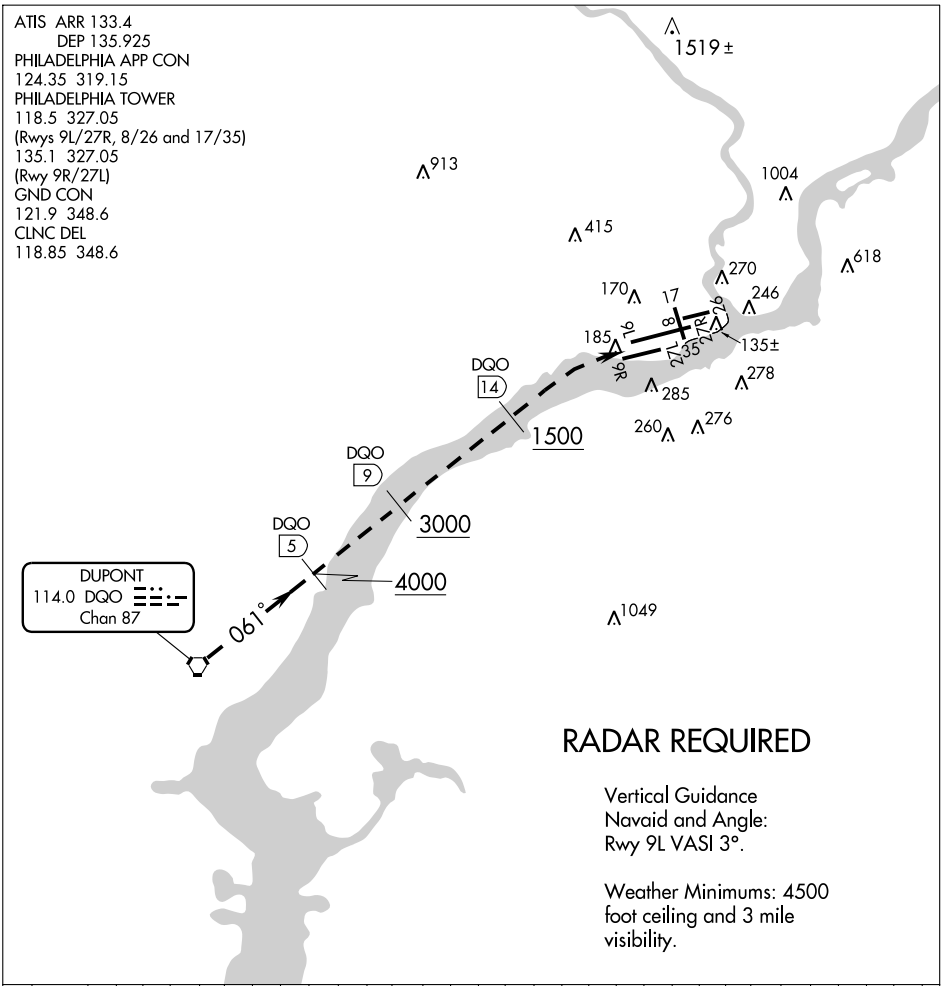
RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

WAAS	APP CRS	Rwy Idg	6501
CH 86222	169°	TDZE	10
W17A		Apt Elev	36

RNAV (GPS) RWY 17

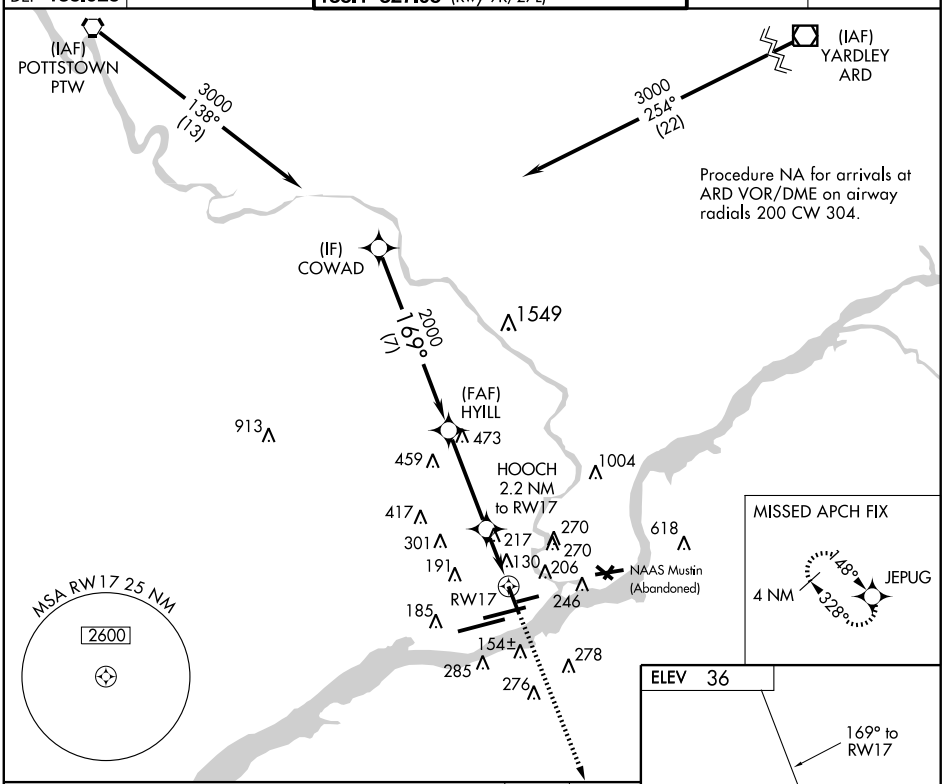
PHILADELPHIA INTL (PHL)

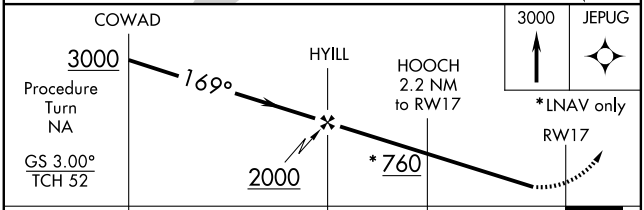
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
LPV DA	322/50	312 (300-1)		
LNAV/VNAV DA	634-2¼	624 (600-2¼)		
LNAV MDA	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE 057° 237° 4 NM

1549 913 1004 1049

(IAF) MENGE 3300 200° (4.8)

(IAF) ENZEW 3300 269° (5.4)

2000 266° (5.1)

417 301 216 270 399 618 130 206 191 334° 185 246

(FAF) KANKE

ZOKAR 3 NM to RW26

RW26

(IF) FERIN

FERTA 285 154± 278 276

3300 349° (9.6)

(IAF) ALBEK

MSA RW 26 25 NM 2600

ELEV 36

266° to RW26

TDZE 36

113 141 112± 147 145

10506 X 200 9500 X 150 8500 X 150 5000 X 150 0.5% UP

3000	FERTA	trk 334°	FROSE

KANKE FERIN 3300 266° 2000 1040 3.06° TCH 50

ZOKAR 3 NM to RW26 1.2 NM to RW26 RW26

Procedure Turn NA

1.2 1.8 2.9 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	500/40 464 (500-¾)			NA
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10506
CH 97322	266°	TDZE	10
W27A		Apt Elev	36

RNAV (GPS) RWY 27L

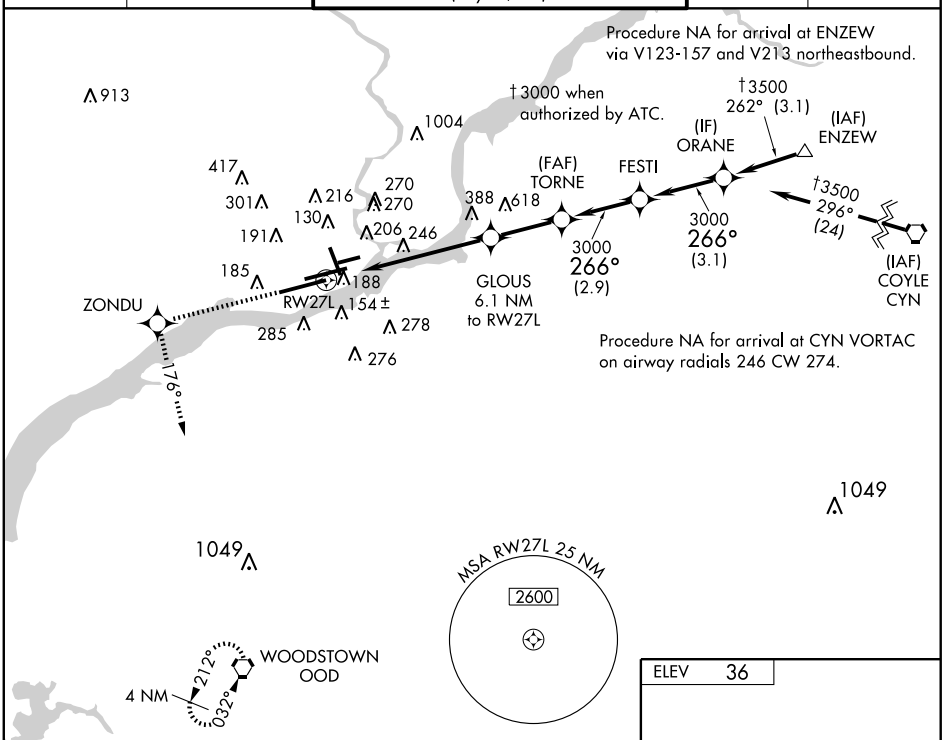
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

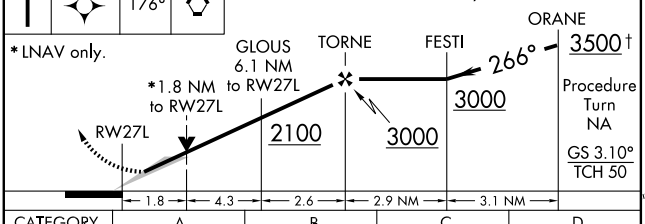
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



3000	ZONDU	trk 176°	OOD

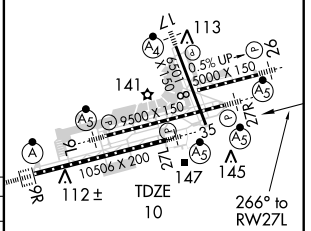
VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA	260/24 250 (300-½)			
LNAV/ VNAV DA	458/50 448 (500-1)			
LNAV MDA	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy Idg	9500
CH 90122	266°	TDZE	11
W27B		Apt Elev	36

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX

MODENA

MXE

055° 235° 4 NM

†3000 when authorized by ATC.

1549 913 1004

3000 266° (2.8) †3500 267° (2.8) (IAF) ENZEW

(IF) DUCVA

2100 266° (5.1) MRTIN

(FAF) JALTO

RW27R

LANDI

292°

417 301 216 191 130 185 285 276 270 270 206 246 188 154± 278 399 618

Procedure NA for arrivals at ENZEW via V123-157 and V213 northeastbound.

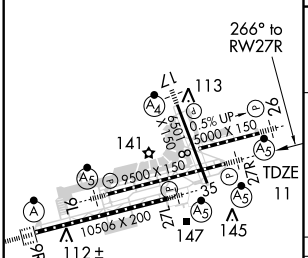
MSA RW27R 25 NM

2600

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 36

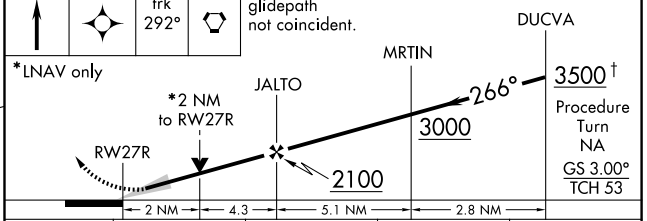


REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

3000	LANDI	trk 292°	MXE

VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24 709 (700-½)		720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1 684 (700-1)		720-2 684 (700-2)	720-2¼ 684 (700-2¼)

APP CRS	Rwy Idg	6501
349°	TDZE	14
	Apt Elev	36

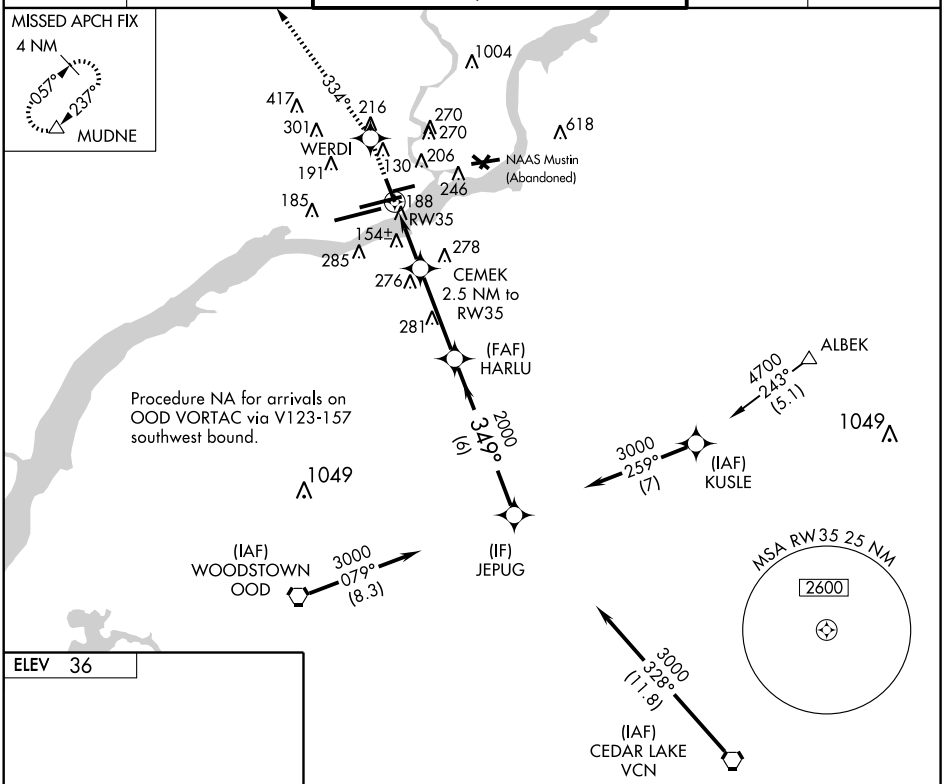
RNAV (GPS) RWY 35

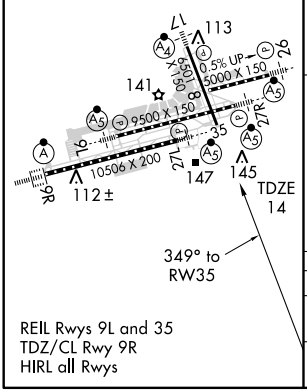
PHILADELPHIA INTL (PHL)

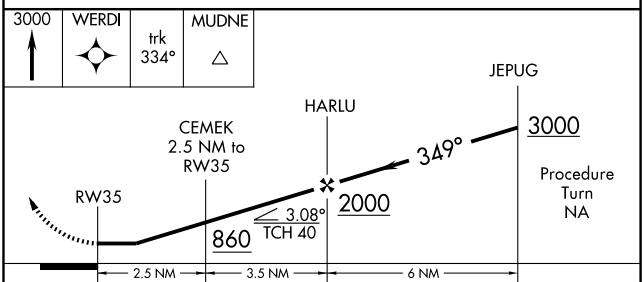
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
LNAV MDA	440/50 426 (500-1)		440/60 426 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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RNAV (GPS) Y RWY 9L

PHILADELPHIA INTL (PHL)

WAAS	APP CRS		
CH 45523	085°	Rwy Idg	9500
W09B		TDZE	13
		Apt Elev	36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
*3000 when authorized by ATC.

(IAF) MODENA MXE
*4000
152° (8.4)

(IF) QWEST
3000
085° (3.9)

OBEKE
2100
085° (4.4)

(FAF) ANNET

LANDI
2.2 NM to RW09L

RW09L

JALTO

189°

ZURKU

252°

MSA RW09L 25 NM
2600

*4000
026° (8.1)

(IAF) DUPONT DQO

WOODSTOWN OOD

4 NM
212°
032°

Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

913 1004 417 301 216 270 270 618 191 130 206 246 185 285 154 ± 278 423 276 1049

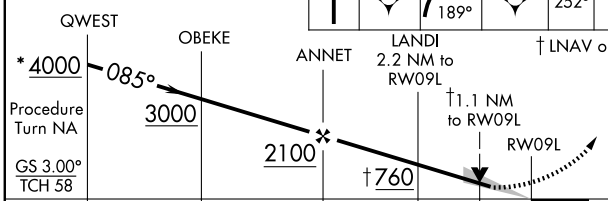
NE-4, 21 OCT 2010 to 18 NOV 2010

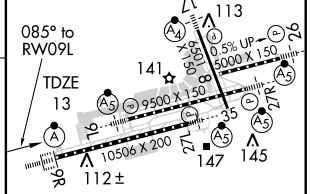
NE-4, 21 OCT 2010 to 18 NOV 2010

VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.

3000	JALTO	trk 189°	ZURKU	trk 252°	OOD

† LNAV only.





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	471/50 458 (500-1)			
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

WAAS	APP CRS	Rwy Idg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

(IAF) MODENA MXE

*4000 153° (8.6)

* 3000 when authorized by ATC.

(IF) BWINE

3000 085° (3.9)

ASOCI

1800 085° (4.3)

(FAF) KELEE

BALDN 2.3 NM to RW09R

RW09R

FENOR

ZURKU

180°

252°

(IAF) DUPONT DQO

*4000 027° (7.9)

MSA RW09R 25 NM

2600

WOODSTOWN OOD

4 NM 212° 032°

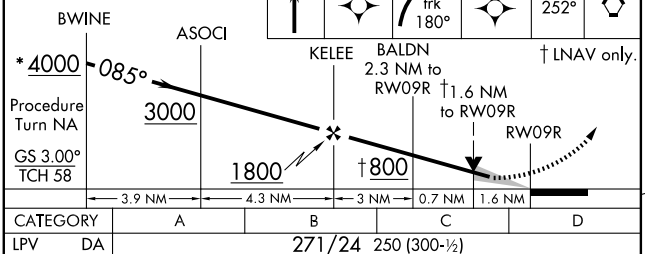
Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

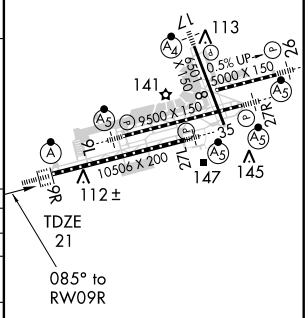
913 1004 417 301 216 270 270 618 191 130 206 246 185 270 154 ± 278 285 276 1049

ELEV 36

* 3000 when authorized by ATC.	3000	FENOR	trk 180°	ZURKU	trk 252°	OOD

† LNAV only.





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	271/24 250 (300-½)			
LNAV/VNAV DA	473/50 452 (500-1)			
LNAV MDA	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
085°	TDZE	13
	Apt Elev	36

RNAV (RNP) Z RWY 9L

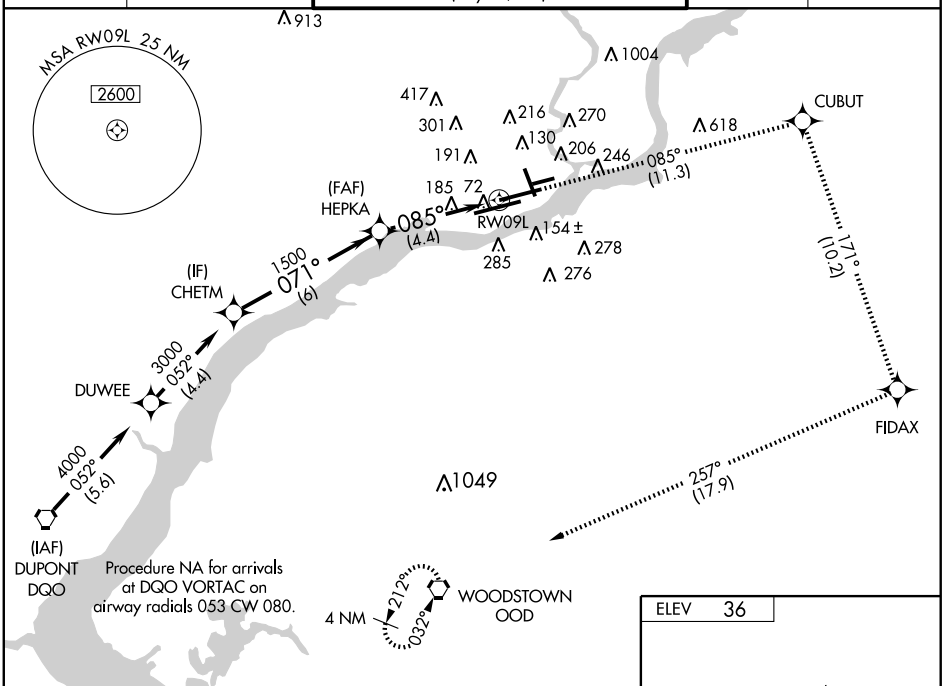
PHILADELPHIA INTL (PHL)

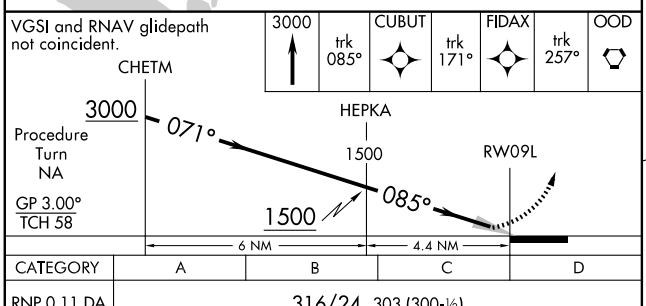
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

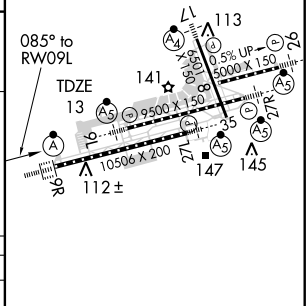
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
RNP 0.11 DA	316/24 303 (300-½)			
RNP 0.30 DA	394/40 381 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

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APP CRS	Rwy Idg	10506
085°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

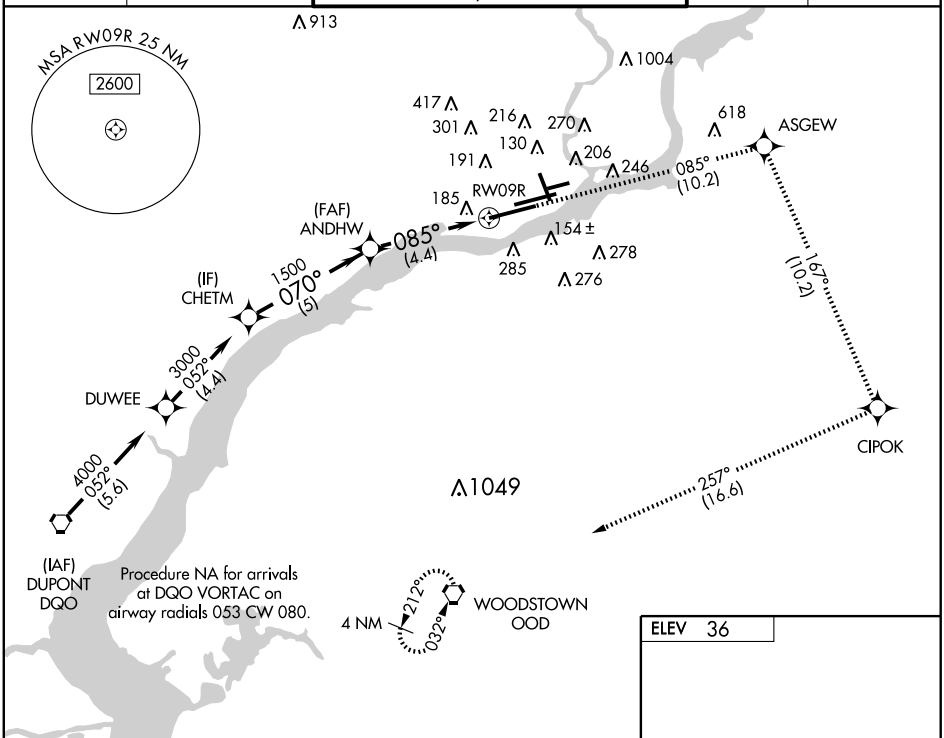
PHILADELPHIA INTL (PHL)

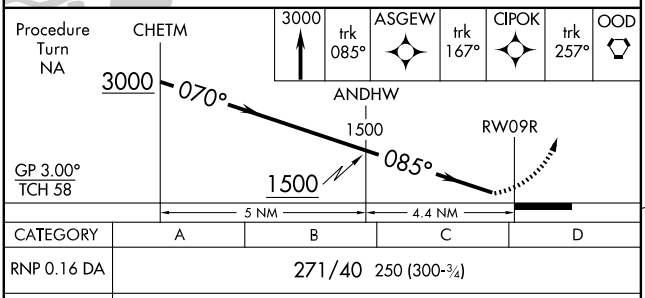
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

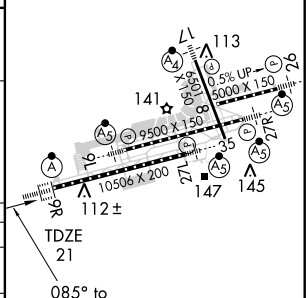
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
RNP 0.16 DA	271/40 250 (300-¾)			
RNP 0.30 DA	460/50 439 (500-1)			

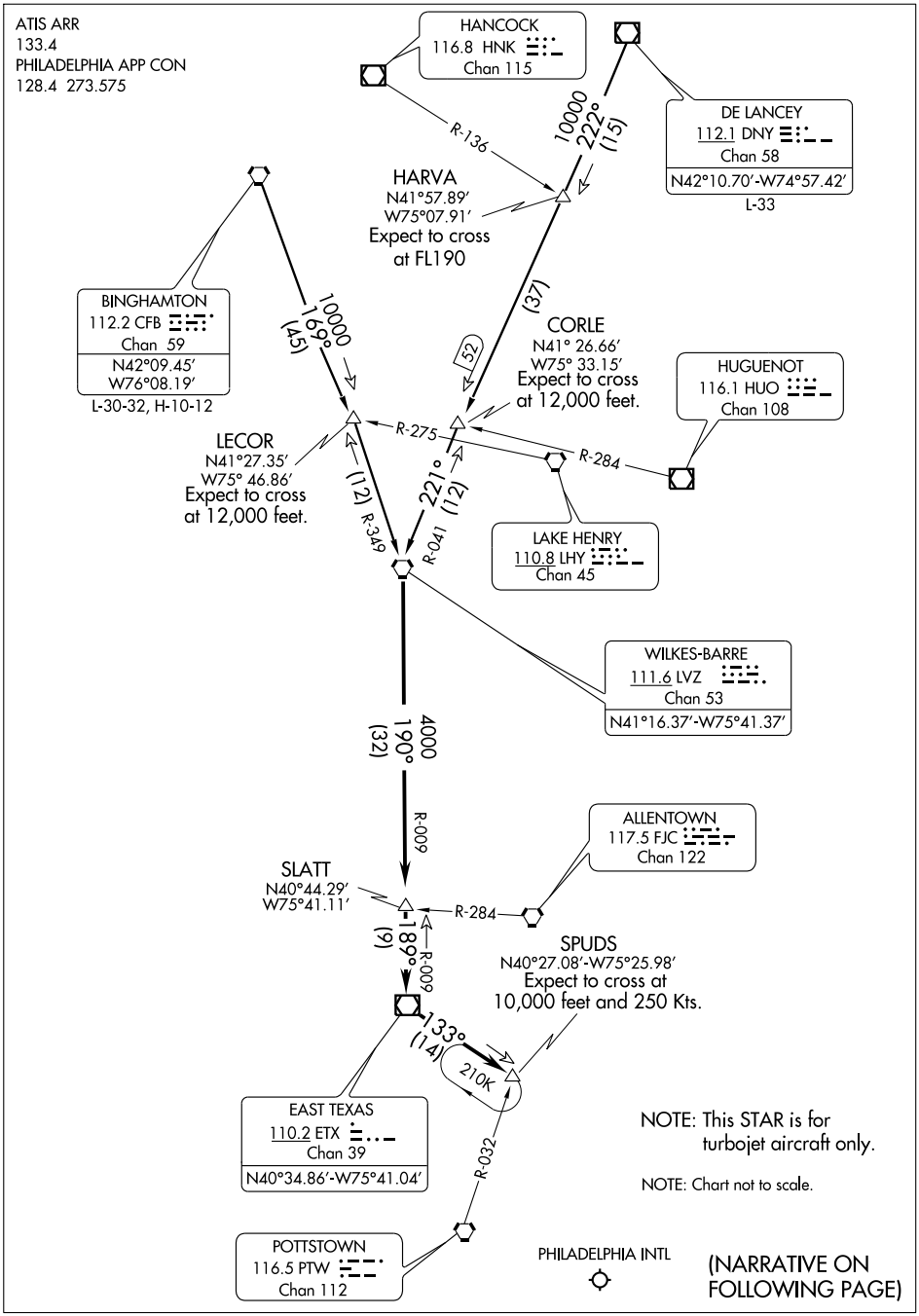
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

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NE-4, 21 OCT 2010 to 18 NOV 2010

SLATT THREE ARRIVAL



NE-4, 21 OCT 2010 to 18 NOV 2010

SLATT THREE ARRIVAL
(LVZ.SLATT3) 07354
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

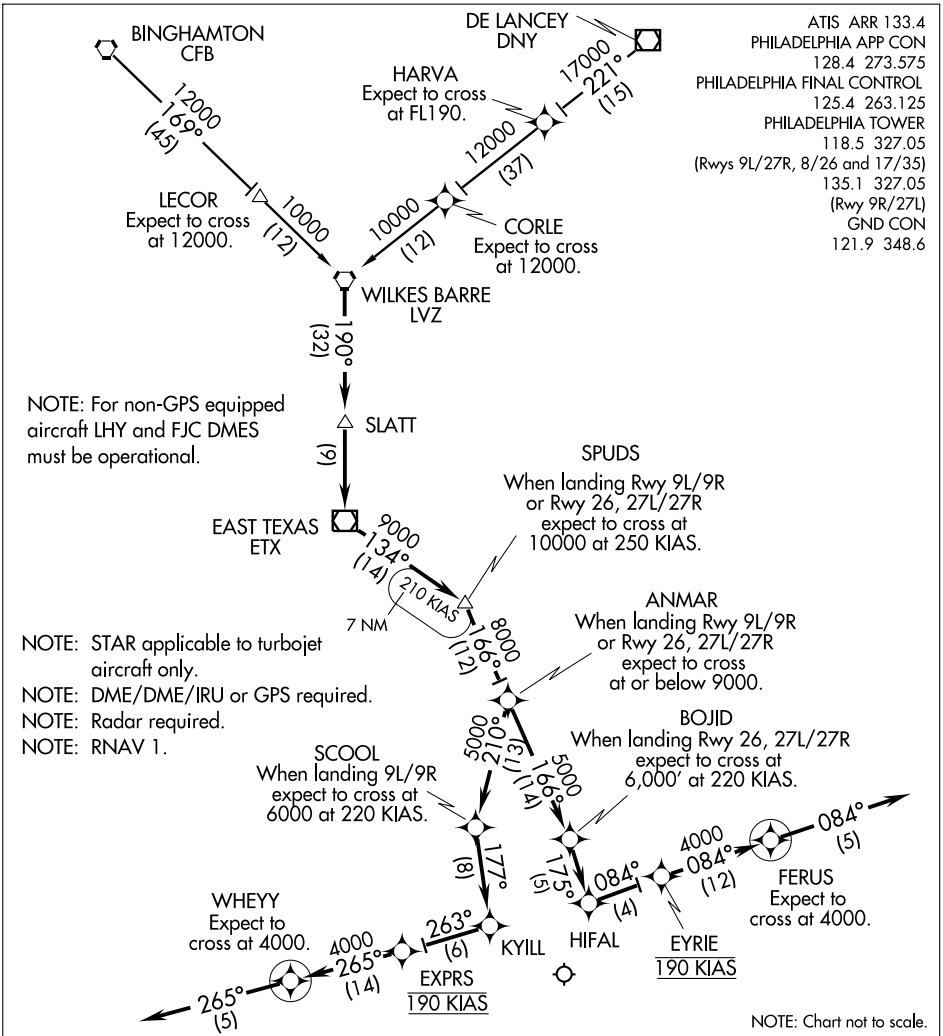
ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

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SPUDS TWO ARRIVAL (RNAV)



ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6

BINGHAMTON TRANSITION (CFB.SPUDS2):
DE LANCEY TRANSITION (DNY.SPUDS2):

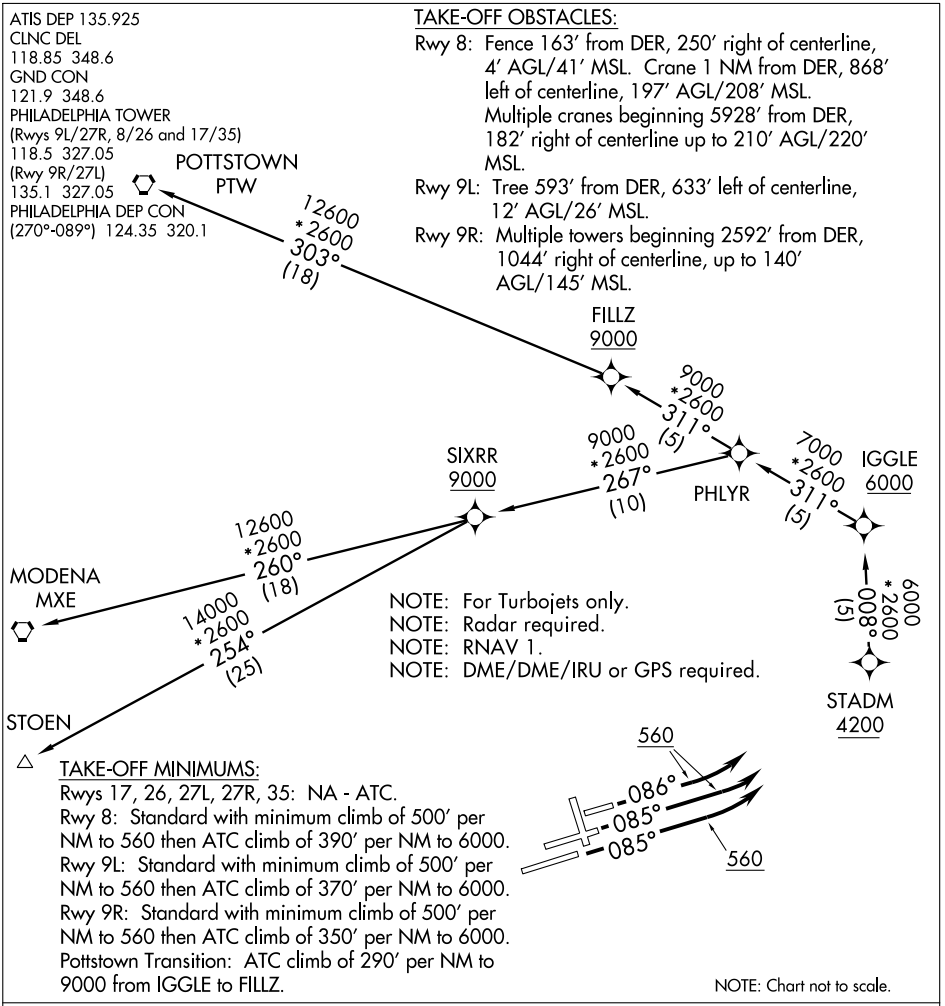
. . . . From LVC VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. Expect radar vectors to final approach course.

LANDING RWY 9L/9R: Then on track 209° to SCOOL, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

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STADM ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then left turn direct STADM, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then left turn direct STADM, thence....

.... (Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

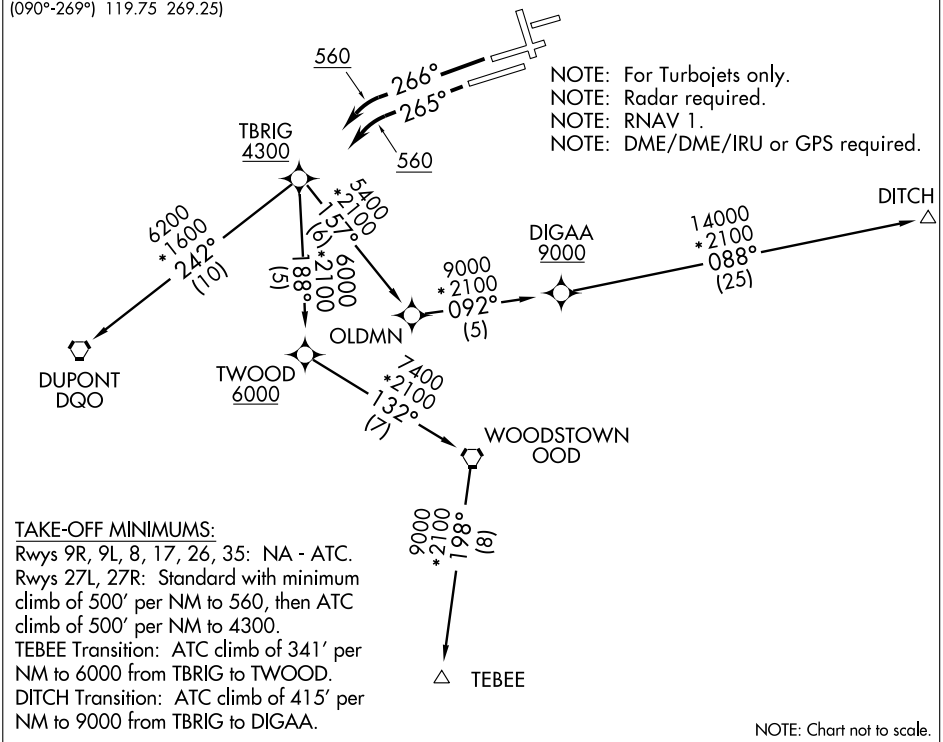
MODENA TRANSITION (STADM1.MXE):
POTTSTOWN TRANSITION (STADM1.PTW):
STOEN TRANSITION (STADM1.STOEN):

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TBRIG ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25)

TAKE-OFF OBSTACLES:
Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.



TAKE-OFF MINIMUMS:
Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300.
TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD.
DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence...
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence...

...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (TBRIG1.DITCH):
DUPONT TRANSITION (TBRIG1.DQO):
TEBEE TRANSITION (TBRIG1.TEBEE):

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NE-4, 21 OCT 2010 to 18 NOV 2010

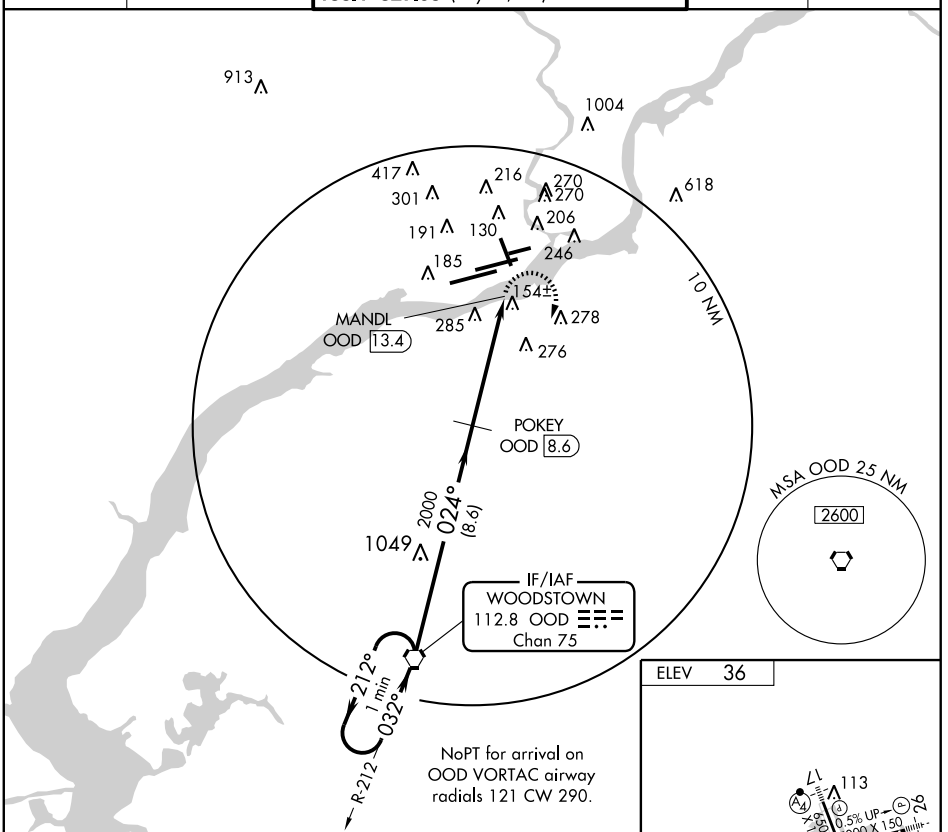
VORTAC OOD	APP CRS	Rwy Idg	N/A
112.8	024°	TDZE	N/A
Chan 75		Apt Elev	36

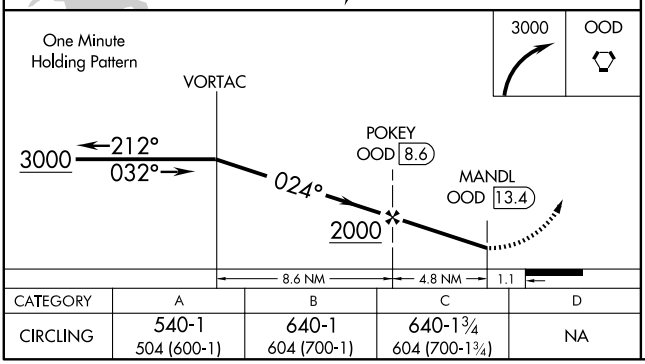
VOR/DME-A

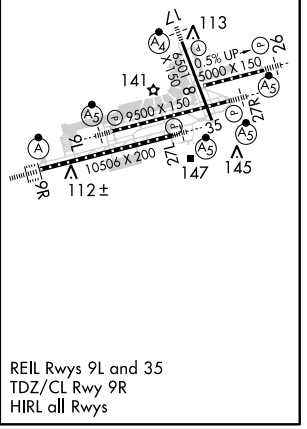
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







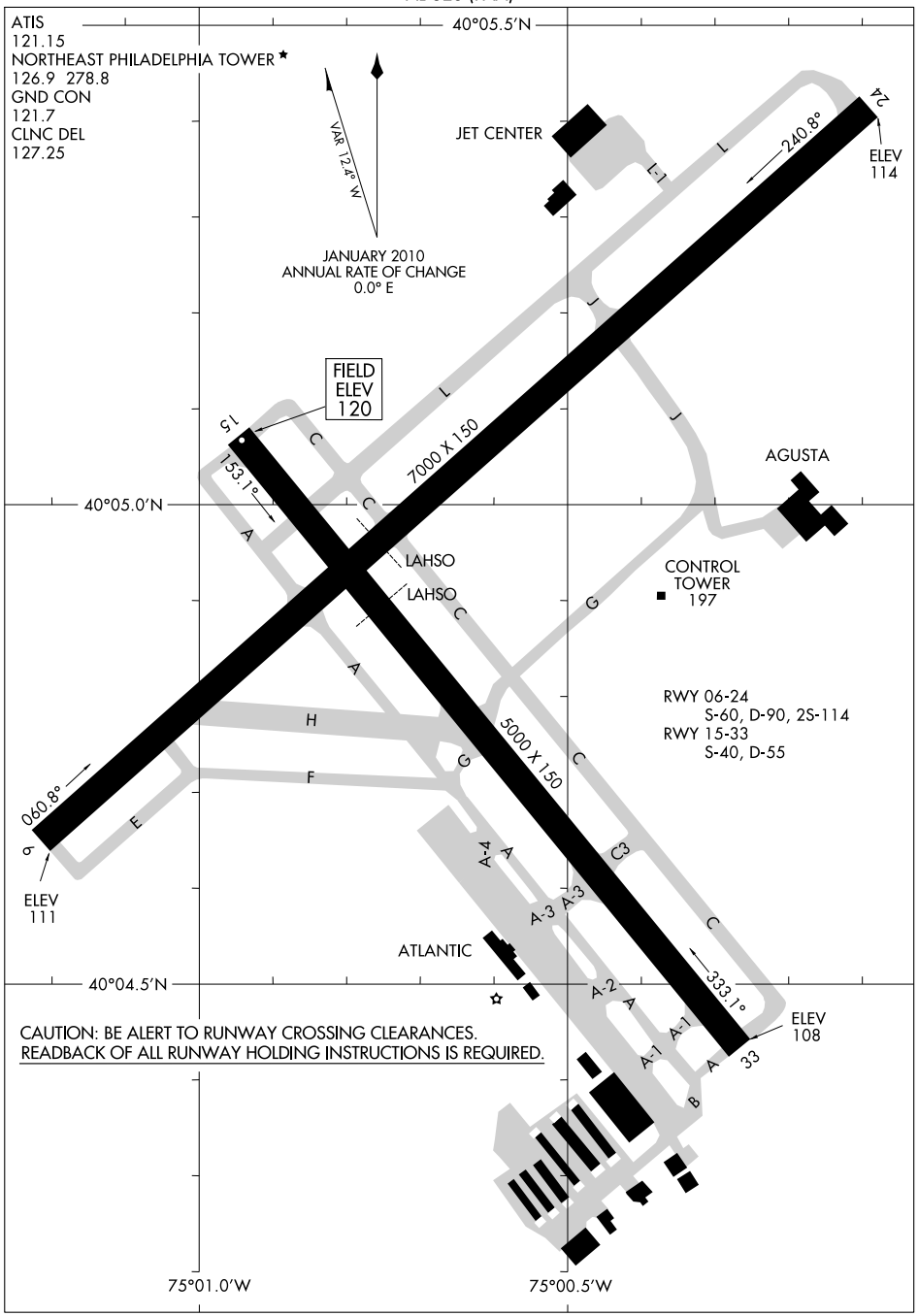
CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

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NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)



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AIRPORT DIAGRAM

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

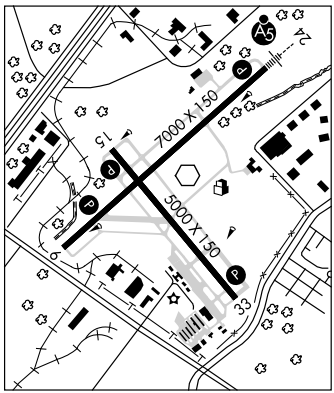
10210

PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE) 10 NE UTC−5(−4DT) N40°04.92′ W75°00.64′ NEW YORK H–10I, 12J, L–34G, A IAP, AD

120 B S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—See Remarks LRA
NOTAM FILE PNE

RWY 06–24: H7000X150 (ASPH–GRVD) S–60, D–90, 2S–114 HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
RWY 24: MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Trees.
RWY 15–33: H5000X150 (ASPH–GRVD) S–40, D–55 MIRL
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	15–33	4150
RWY 33	06–24	3600

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to Part 121 air carrier and Part 135 scheduled service. Deer and birds on and invof arpt. Be alert for arpt vehicles when twr clsd. No military practice approaches without prior approval. TPA aircraft less than 12,500 lbs 1119(999), aircraft 12,500 lbs or more & all turbojet and turbine powered aircraft 1619(1499), rotary wing aircraft 919(799). Turbojet aircraft are confined to full length Rwy 06–24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive; unless winds are 110°–190° at 8 knots or more, this runway will not be assigned. Rwy 15 arrivals are requested to fly at or above glide path. Twys C and C3 to the AER 33 and Twy C3 restricted to design group 1 and 2 acft only. When twr clsd HIRL Rwy 06–24 preset on medium ints; ACTIVATE MALSR Rwy 24 and PAPI Rwy 06 and Rwy 15 and Rwy 24 and Rwy 33—CTAF. Ldg fee. U. S. Customs user fee arpt; 24 hr PPR notification by calling 215–698–3100.

WEATHER DATA SOURCES: ASOS (215) 677–0146.

COMMUNICATIONS: CTAF 126.9 **ATIS** 121.15 **UNICOM** 122.95
NORTH PHILADELPHIA RCO 122.6 122.2 (WILLIAMSPORT RADIO)
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** TF 800–354–9884
TOWER 126.9 (1100–0400Z‡) **GND CON** 121.7 **CLNC DEL** 127.25

AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 215° 11.3 NM to fld. 300/10W.
NORTH PHILADELPHIA (T) VOR 112.0 PNE N40°04.92′ W75°00.57′ at fld. NOTAM FILE PNE.
VOR unusable
061°–090° byd 9 NM blo 6000′ 246°–330° byd 6 NM blo 6000′
091°–199°
ILS 111.1 I–PNE Rwy 24. Class IA. (ILS unmonitored when tower closed). LOC backcourse unusable 15° left and right side of course.

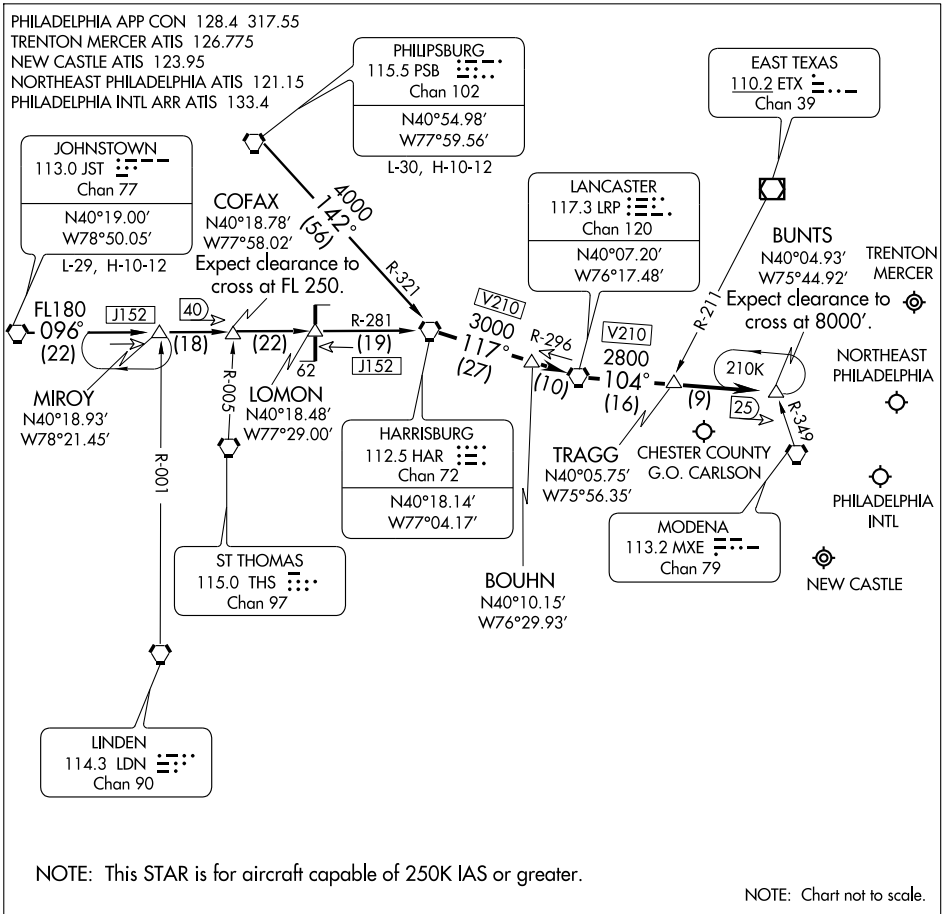
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

PENN'S LANDING HELIPORT (P72) 0 N UTC−5(−4DT) N39°56.24′ W75°08.48′ WASHINGTON

15 B S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H68X68 (ASPH) PERIMETER LIGHTS (NSTD)
HELIPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2100Z‡, Sun on call. ACTIVATE NSTD perimeter lgts—123.025. Rwy H1 ingress 235°/315°, egress 055°/135°. Rwy H1 shallow surface depressions. Lgtd building 660′ north of pad. Helipad H1 yellow lgts on east and south sides only. Ldg fee.
COMMUNICATIONS: CTAF 122.9
PHILADELPHIA CLNC DEL TF 800–354–9884.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

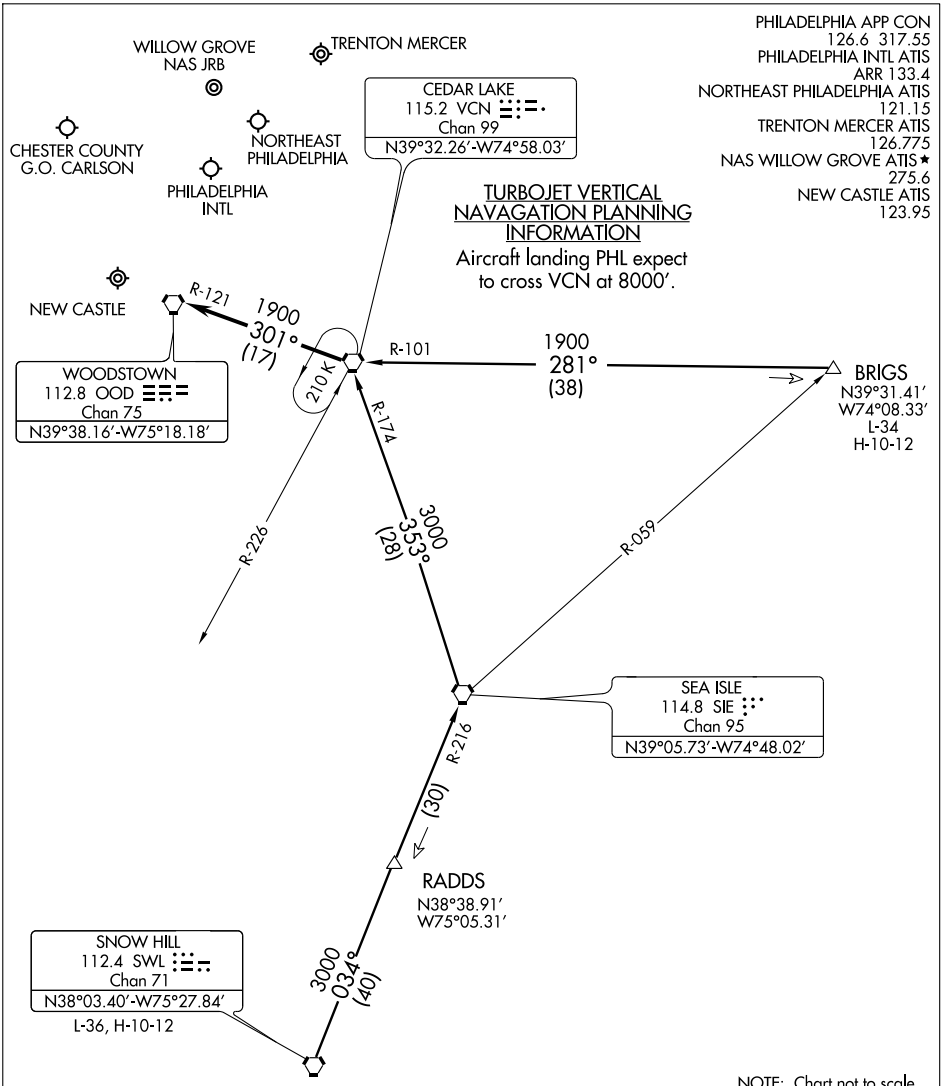
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

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NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

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LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	240°	TDZE	116
		Apt Elev	121

ILS or LOC RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25

ALTERNATE MISSED APCH FIX
POTTSTOWN
116.5 PTW
Chan 112
R-290 110° 290°

IAF
ROBBINSVILLE
113.8 RBV
Chan 85

YARDLEY
108.2 ARD
Chan 19

10 NM

109° 289° R-109 060° 1 min 240° 060°

2100
125° (4.9)

2000
240°
(6)

R-125

R-284

2100 NoPT
284°
(14.6)

(IF/IAF)
FLITS INT

BORDA
INT

315

R-191
ARD

Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.

1049 590 400 409 380 329 246 289 210 315 998 589

NORTH PHILADELPHIA
112.0 PNE

LOCALIZER 111.1
I-PNE

MSA PNE 25 NM
180°
2600
2100
360°

ELEV 121
240° 5.7 NM from FAF
TDZE 116
252 194 149 140 180 154 142 172 200±
7000 X 150
5000 X 150
15
6
33
197

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

800 3000 ARD 108.2

BORDA 2000 240° 2000

FLITS One Minute Holding Pattern
060° 2100
240°

GS 3.00°
TCH 53

5.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 24	316-½ 200 (200-½)			
S-LOC 24	560-½ 444 (500-½)		560-¾ 444 (500-¾)	560-1 444 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

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NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	060°	TDZE	116
		Apt Elev	121

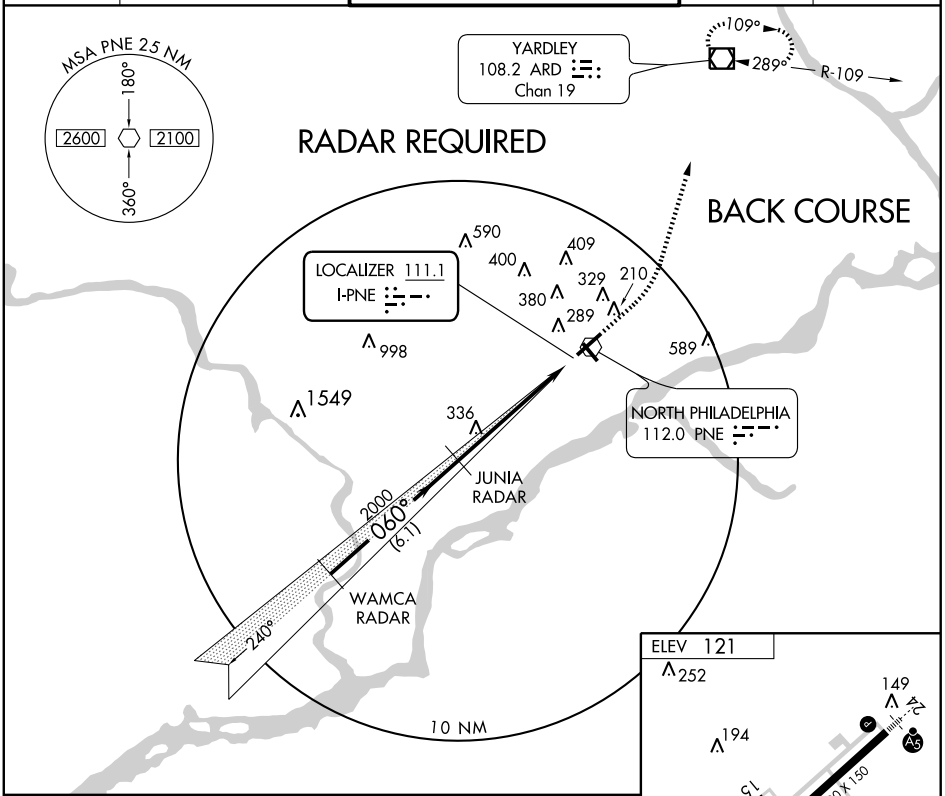
LOC BC RWY 6

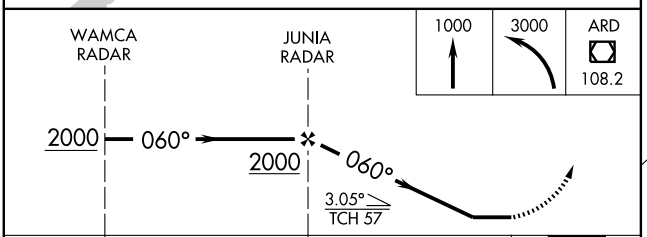
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

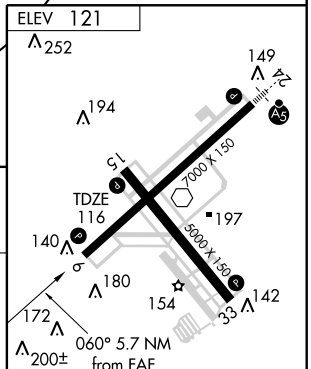
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 65622	060°	TDZE	116
W06A		Apt Elev	121

RNAV (GPS) RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25

RADAR REQUIRED

4 NM
061°
241°
FLITS

590 400 409 380 329 289 210 998 589 RW06 315 241± 1549 336

(FAF)
JUNIA
2000
060°
(6.1)

(IF)
WAMCA

MSA RW 06 25 NM
2600

ELEV 121
252 194 180 154 172 200± 142 197 140 116 TDZE 15 33 7000 X 150 5000 X 150 149 A5

060° to RW06

WAMCA JUNIA 2100 FLITS
2000 060° 2000 060°
*1.4 NM to RW06
* LNAV only
RW06
GS 3.00°
TCH 57
6.1 NM 4.3 NM 1.4

CATEGORY	A	B	C	D
LPV DA	490-1¼ 374 (400-1¼)			
LNAV/VNAV DA	540-1½ 424 (500-1½)			
LNAV MDA	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
153°	TDZE	121
	Apt Elev	121

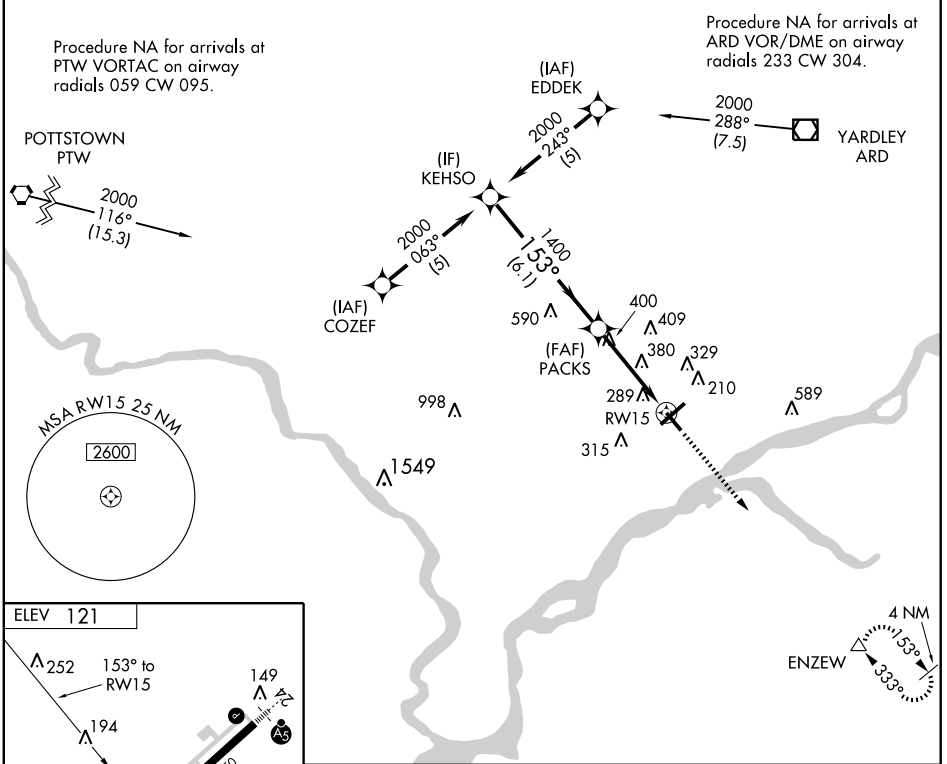
RNAV (GPS) RWY 15

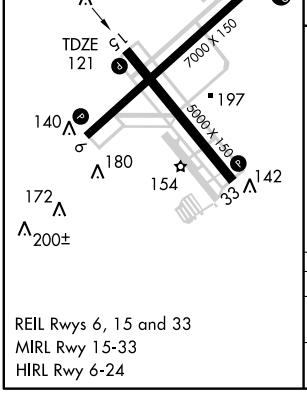
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

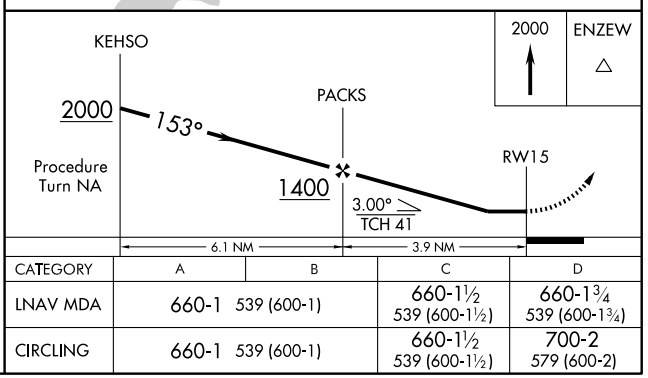
MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	660-1 539 (600-1)		660-1½ 539 (600-1½)	660-1¾ 539 (600-1¾)
CIRCLING	660-1 539 (600-1)		660-1½ 539 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 45504	240°	TDZE	116
W24A		Apt Elev	121

RNAV (GPS) RWY 24

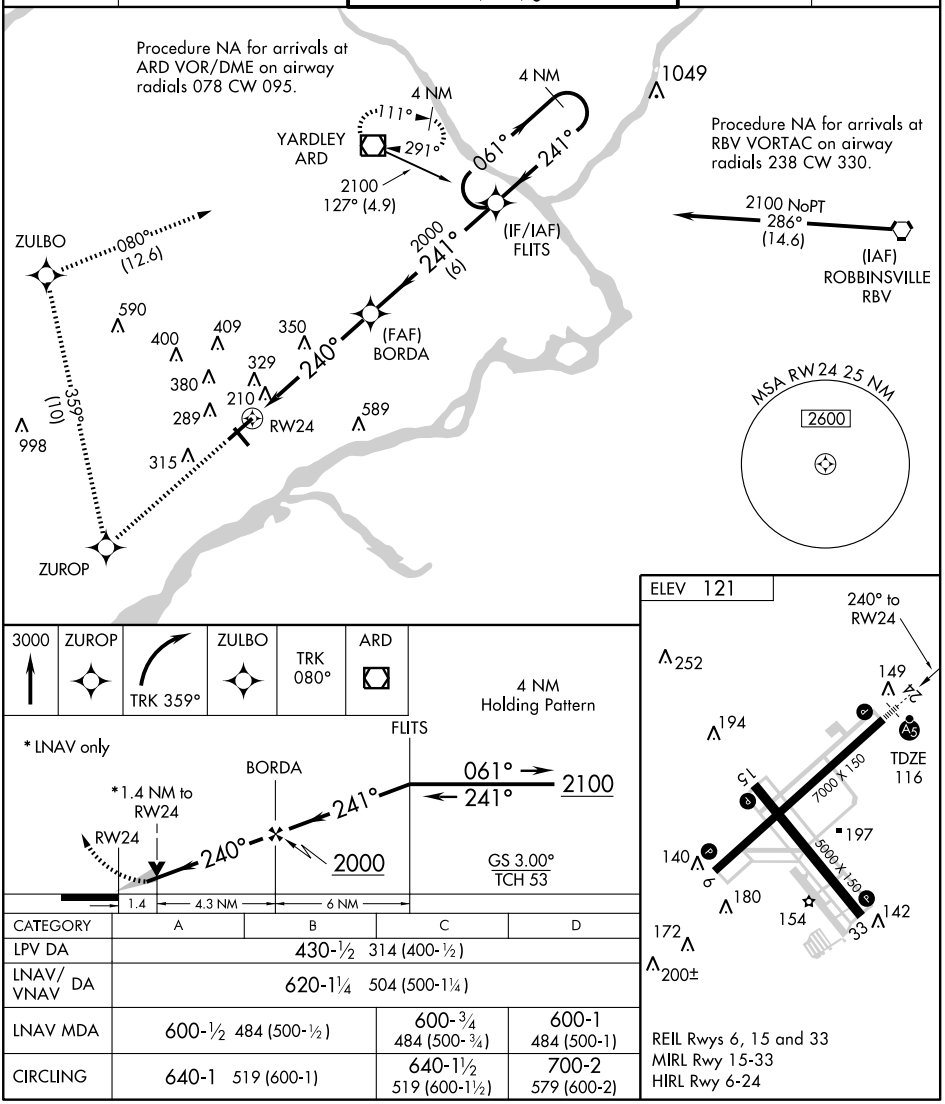
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) Ⓒ 278.8	121.7	127.25



CATEGORY	A	B	C	D
LPV DA	430-½ 314 (400-½)			
LNAV/ VNAV DA	620-1¼ 504 (500-1¼)			
LNAV MDA	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
333°	TDZE	109
	Apt Elev	121

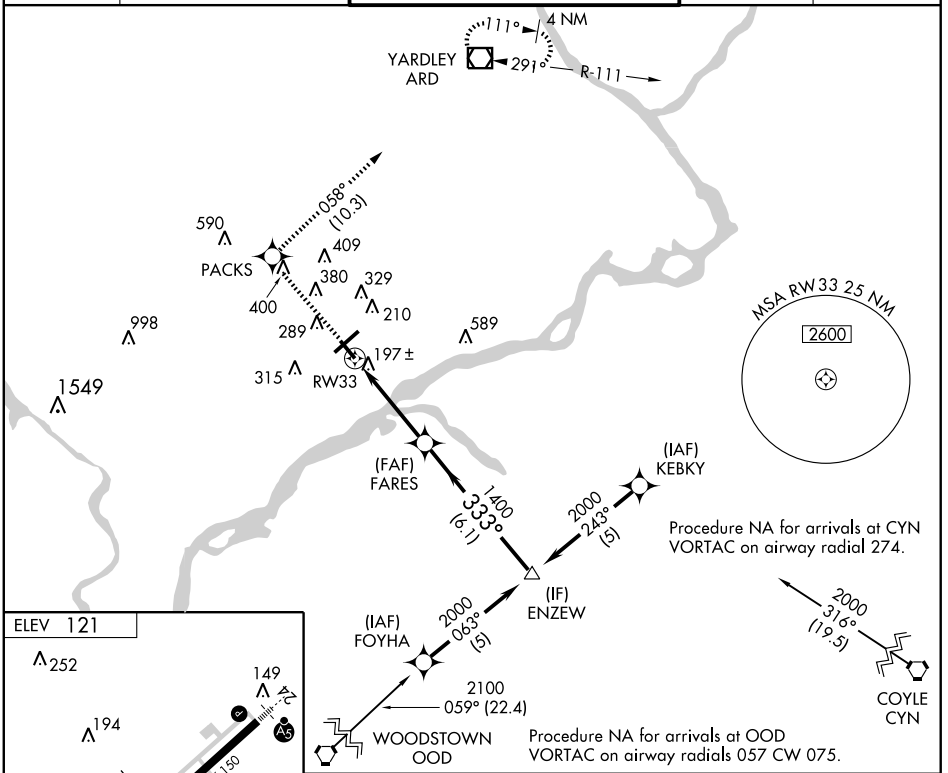
RNAV (GPS) RWY 33

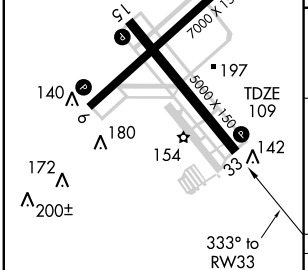
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

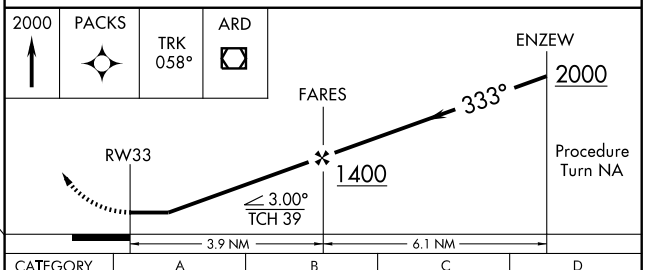
MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	480-1 371 (400-1)			480-1¼ 371 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR PNE 112.0	APP CRS 065°	Rwy Idg 7000 TDZE 111 Apt Elev 121

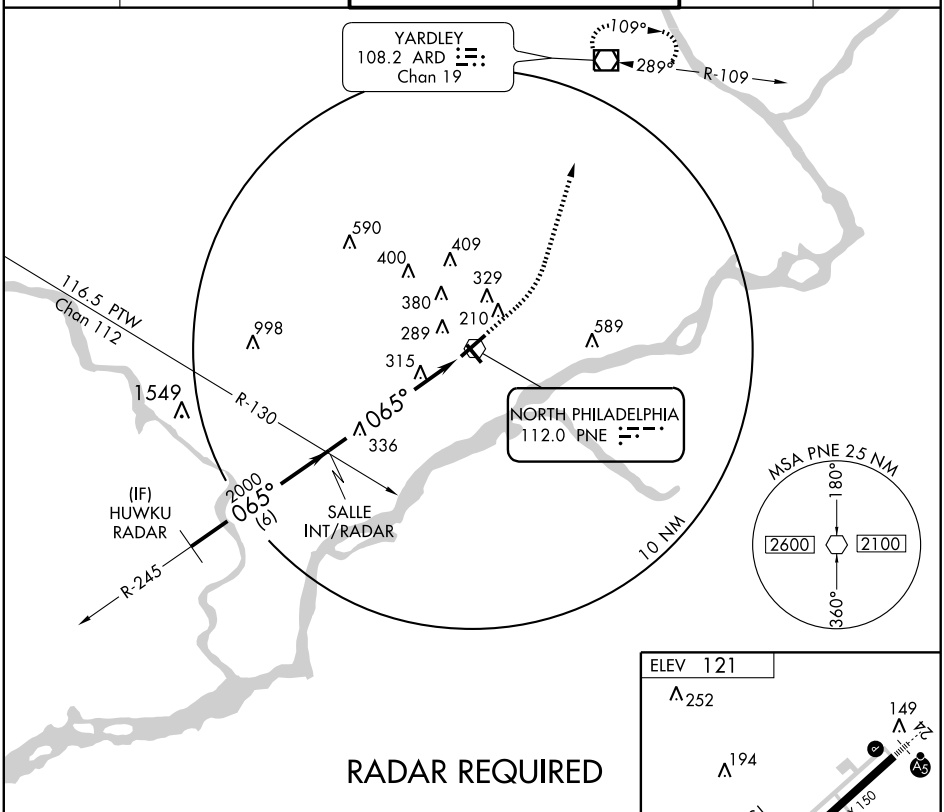
VOR RWY 6

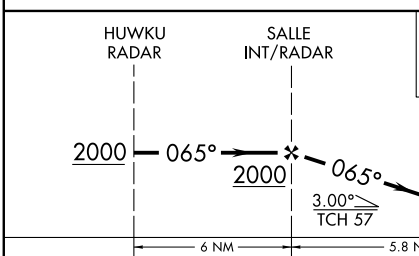
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25





CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR PNE 112.0	APP CRS 235°	Rwy Idg 7000 TDZE 116 Apt Elev 121

VOR RWY 24

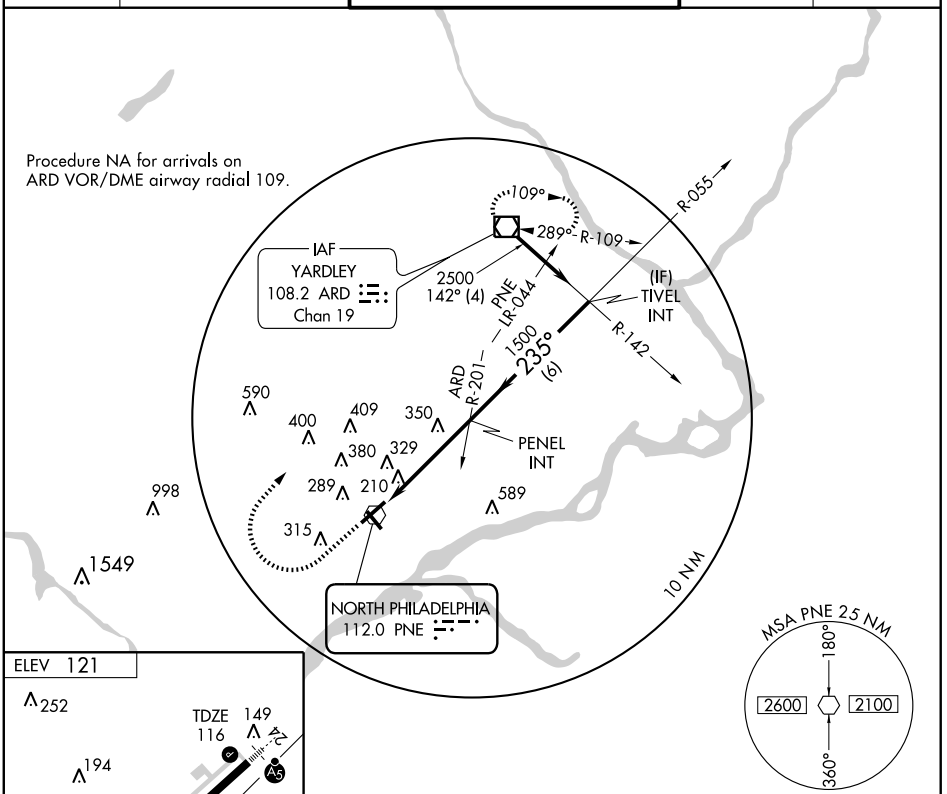
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

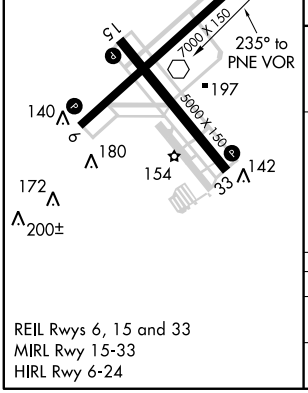
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALSR

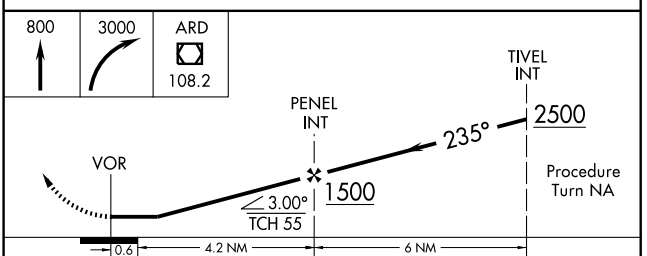
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





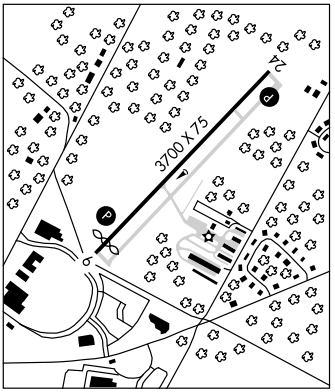
REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
S-24	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WINGS FLD (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (215) 646–1068.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
AMBLER NDB (MHW) 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



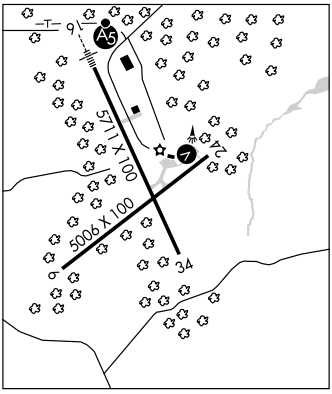
PHILADELPHIA SPB (See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
RCO 122.1R 115.5T (ALTOONA RADIO)
RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
RWY 11–29: 3350X125 (TURF–GRVL)
RWY 11: Trees. **RWY 29:** Thld dsplcd 205′. Sign.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
RWY 16: MALSR. Trees. **RWY 34:** Trees.
RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
RWY 06: Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.525 (814) 343–4531.
COMMUNICATIONS: CTAF 122.9
PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
ILS 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



LOC I-PSB	APP CRS	Rwy Idg	5711
108.5	165°	TDZE	1948
		Apt Elev	1948

ILS or LOC RWY 16

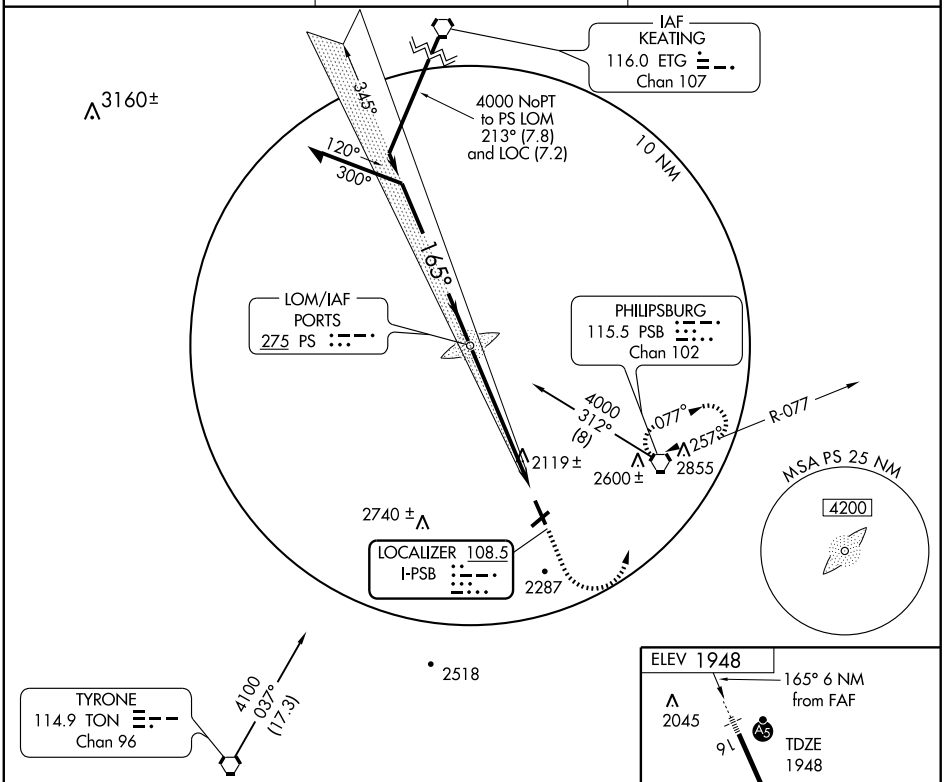
PHILIPSBURG /MID-STATE (PSB)

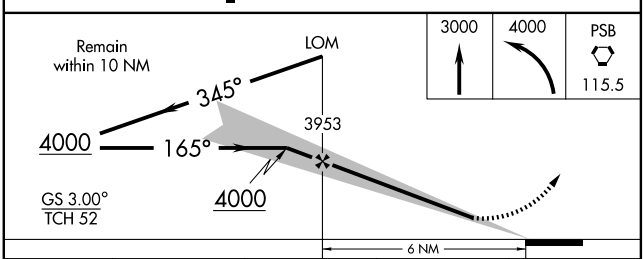
Use University Park altimeter setting; when not received, procedure not authorized.
NA
Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

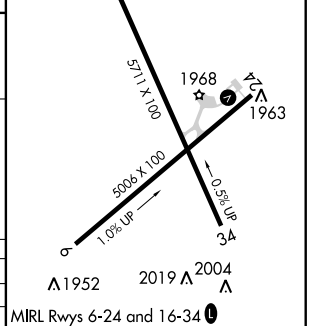
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-ILS 16	2325-1 377 (400-1)			
S-LOC 16	2500-1 552 (600-1)			2500-1¼ 552 (600-1¼)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2¼ 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOM	APP CRS	Rwy Idg	5711
PS	166°	TDZE	1948
275		Apt Elev	1948

NDB RWY 16

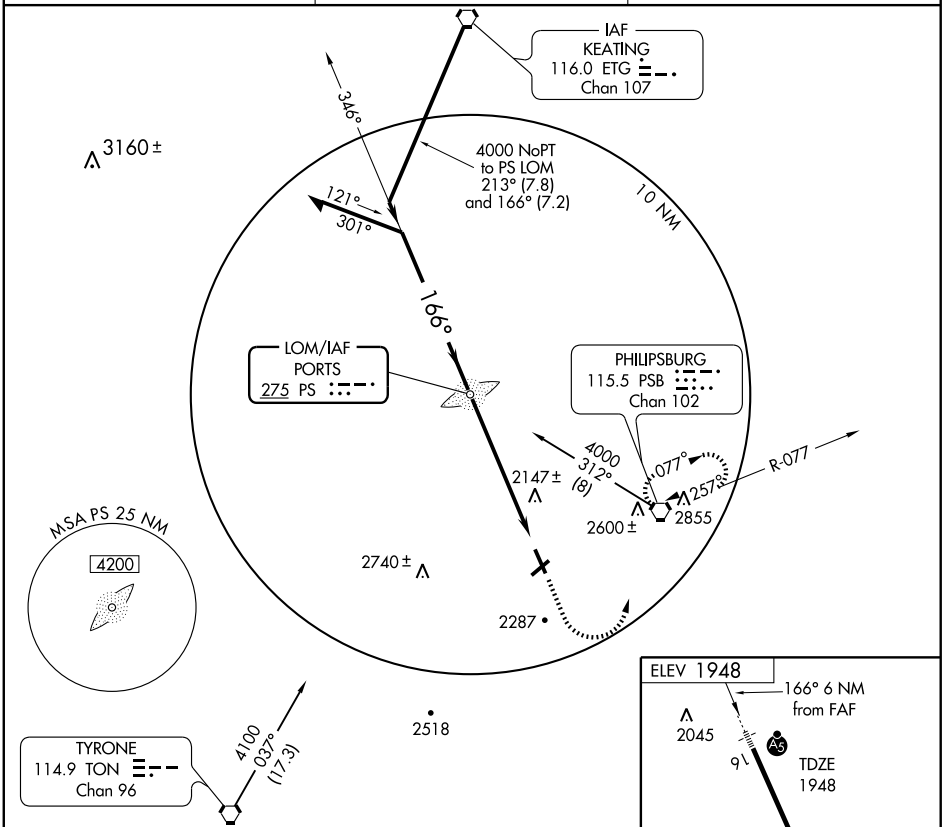
PHILIPSBURG/MID-STATE (PSB)

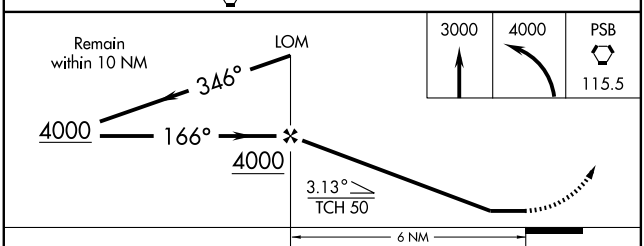
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-16 Cats A and B.

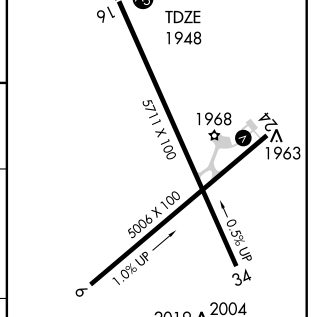
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-16	2600-1 652 (700-1)		2600-1¼ 652 (700-1¼)	2600-1¾ 652 (700-1¾)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2 792 (800-2)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PSB	APP CRS	Rwy Idg	5006
115.5	257°	TDZE	1917
Chan 102		Apt Elev	1948

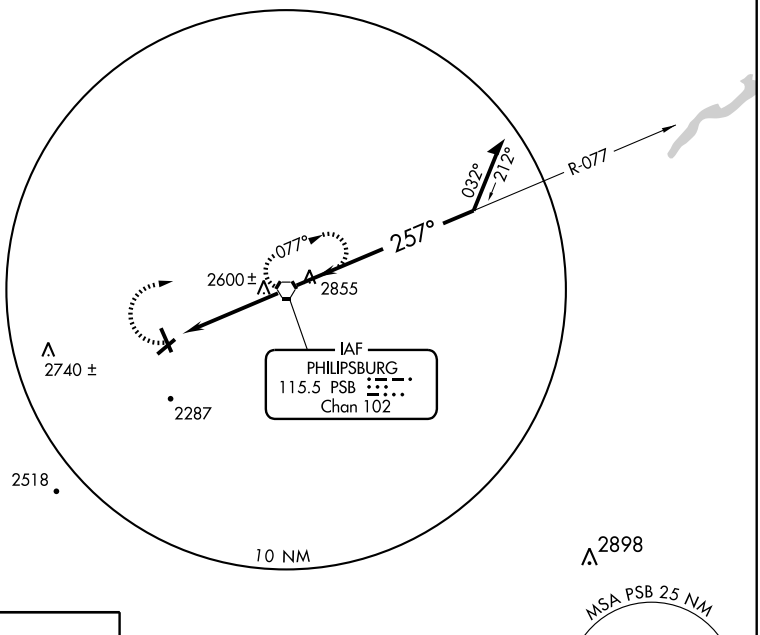
VOR RWY 24

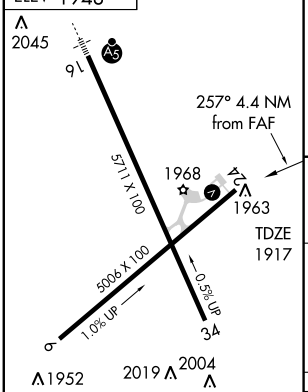
PHILIPSBURG/MID-STATE (PSB)

NA — Use University Park altimeter setting; when not received, procedure not authorized. Inoperative table does not apply.

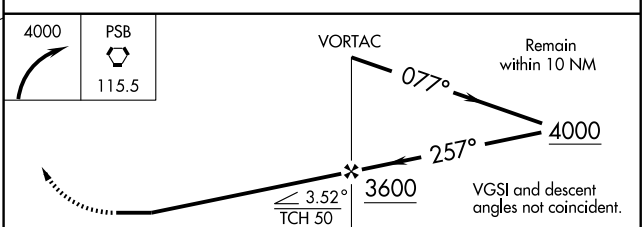
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 (L)



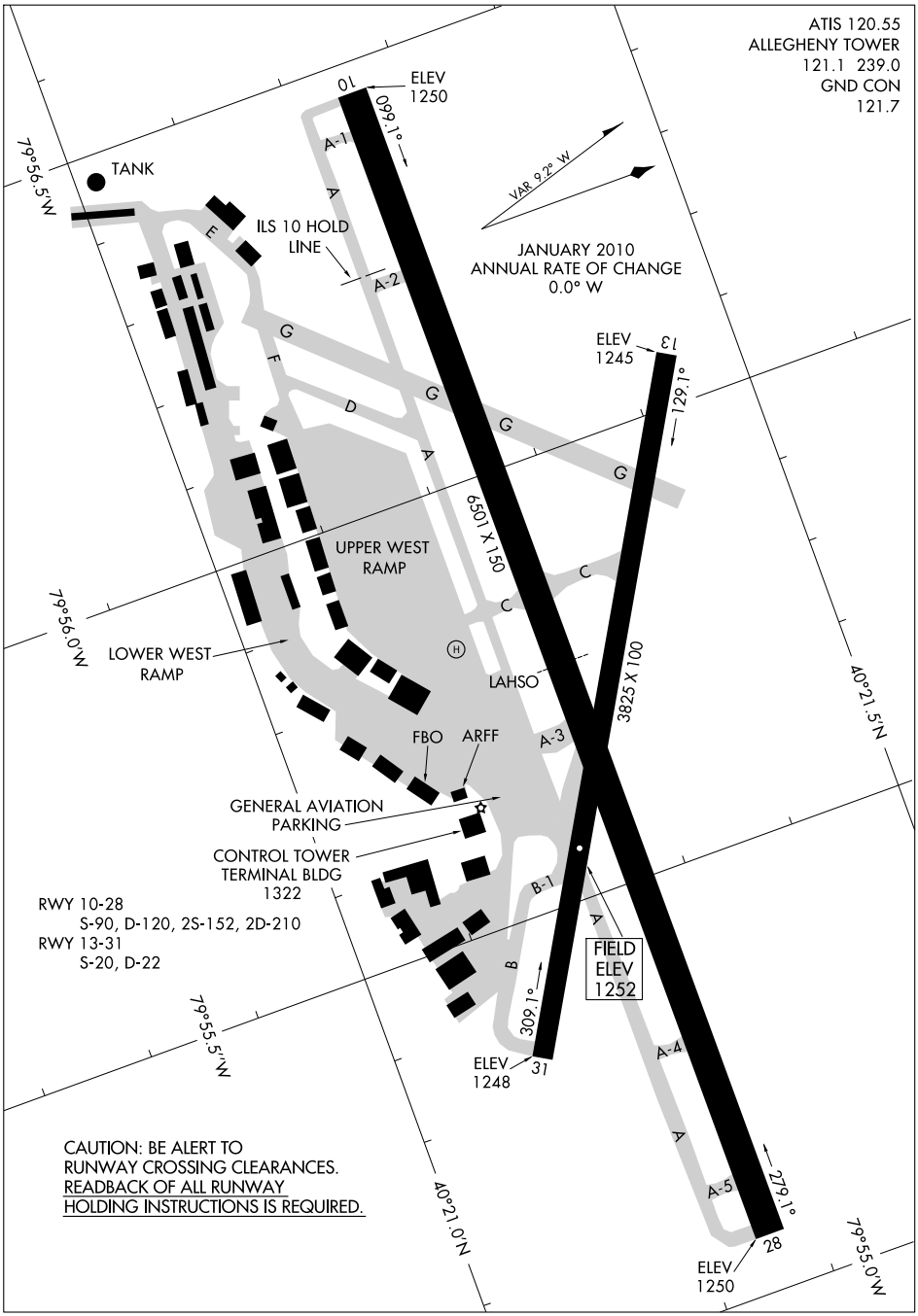


FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	2840-1¼ 923 (900-1¼)		2840-2¾ 923 (900-2¾)	2840-3 923 (900-3)
CIRCLING	2840-1¼ 892 (900-1¼)		2840-2¾ 892 (900-2¾)	2840-3 892 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

PICTURE ROCKS N41°16.61′ W76°42.61′ NOTAM FILE IPT. **NEW YORK**

NDB (MHW) 344 PIX 267° 9.8 NM to Williamsport Rgnl. **L–30J**

PITTSBURGH

ALLEGHENY CO (AGC) 4 SE UTC−5(−4DT) N40°21.26′ W79°55.81′ **DETROIT**

1252 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE AGC **H–10H, 12I, L–29C**

RWY 10–28: H6501X150 (CONC–GRVD) S–90, D–120, 2S–152, 2D–210 HIRL **IAP, AD**

RWY 10: REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.

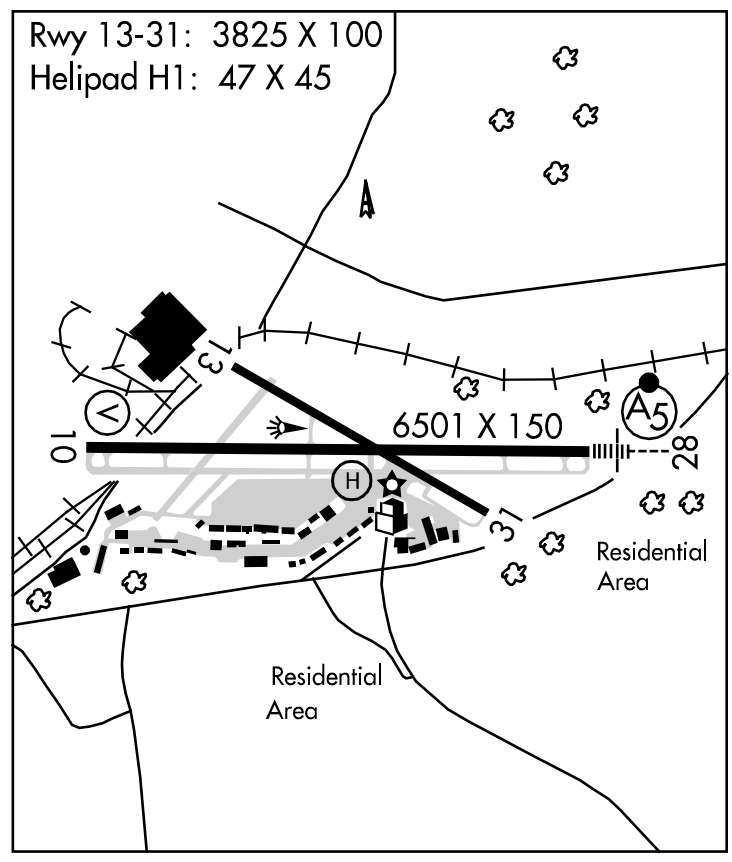
RWY 28: MALSR. Trees.

RWY 13–31: H3825X100 (CONC–GRVD) S–20, D–22 HIRL

RWY 13: REIL. Pole. **RWY 31:** REIL. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	13–31	3250



AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Uneven pavement intersection Rwys 10–28 and Twy G. Rwy 28 touchdown visual range avbl. Rwy 28 runway visual range OTS indef. Ldg fee for acft 5000 lbs and abv to include all helicopters.

WEATHER DATA SOURCES: ASOS (412) 466–8968. **HIWAS** 110.0 AGC.

COMMUNICATIONS: ATIS 120.55 **UNICOM** 122.95

RCO 122.1R 110.0T (ALTOONA RADIO)

RCO 122.4 122.2 (ALTOONA RADIO)

Ⓡ **PITTSBURGH APP/DEP CON** 119.35

TOWER 121.1 **GND CON** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

(L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′

057° 6.8 NM to fld. 1290/09W. **HIWAS.**

VOR unusable 036°–059° beyond 10 NM below 7000′ 226°–261° byd 10 NM.

McKEESPORT NDB (HW) 287 MKP N40°21.31′ W79°46.86′ 277° 6.8 NM to fld.

ILS 109.1 I–AGC Rwy 28.

ILS 109.1 I–SAQ Rwy 10. Class IE. Unmonitored.

HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.

ALLEGHENY FIVE DEPARTURE

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS 120.55
ALLEGHENY GND CON
121.7
ALLEGHENY TOWER
121.1 239.0
PITTSBURGH DEP CON
119.35
ASOS

ERIE
109.4 ERI
Chan 31
N42°01.04′-W80°17.56′
L-30, H-10

CLARION
112.9 CIP
Chan 76
N41° 08.78′-W79°27.48′
L-30, H-10-12

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86′-W80°40.48′
L-30, H-10

AKRON
114.4 ACO
Chan 91
N41°06.47′
W81°12.09′
L-30, H-10

FRANKLIN
109.6 FKL
N41°26.32′
W79°51.41′
L-30, H-10

BRIGGS
112.4 BSV
Chan 71
N40°44.44′-W81°25.93′
L-29, H-10

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′-W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40° 44.11′
W78°19.88′
L-30

WHEELING
112.2 HLG
Chan 59
N40°15.59′-W80°34.12′
L-29

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′- W80°11.63′
L-29

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

DILNE
N40°28.08′
W80°52.54′

HOMEE
N40°30.61′
W79°24.21′
L-29

R-092
R-276
R-073
R-319

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′-W80°02.45′
L-29

R-225
R-158

BURGS
N39°41.91′
W80°35.19′
L-29, H-10-12

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′-W81°28.59′
L-29, H-10

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

R-335

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′-W79°51.62′
L-29, H-10-12

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29

ELKINS
114.2 EKN
Chan 89
N38°54.87′-W80°05.96′
L-29, H-10-12

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
RWY 10, 13, 28, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-AGC	APP CRS	Rwy Idg	6501
109.1	281°	TDZE	1251
		Apt Elev	1252

ILS or LOC RWY 28

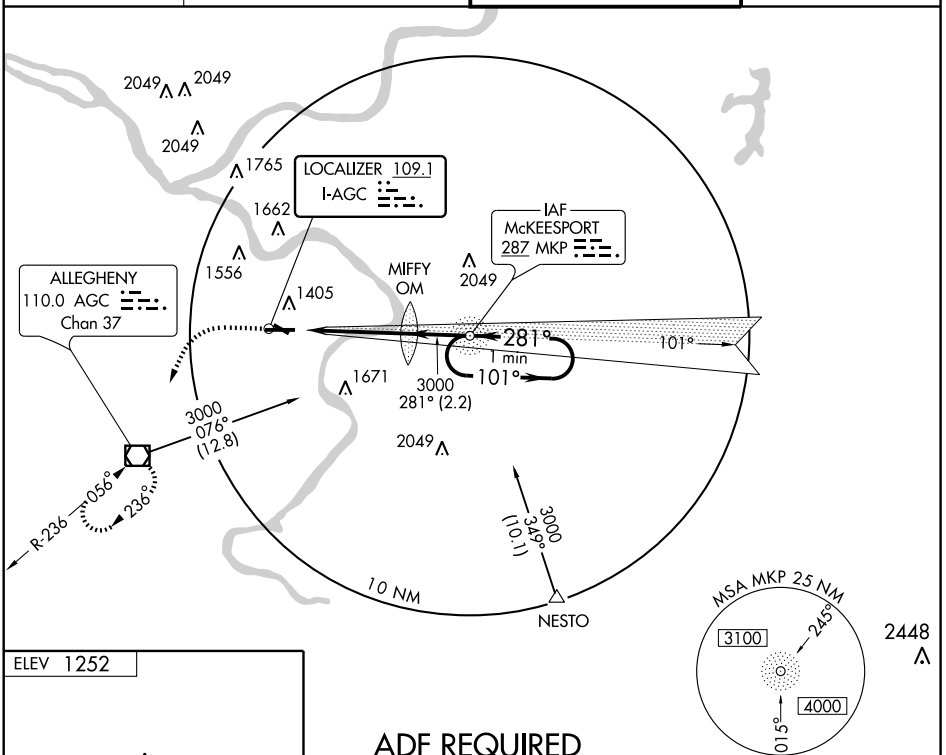
PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

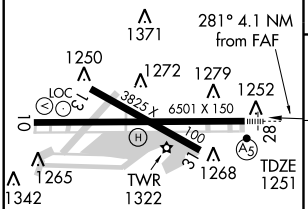
ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1252

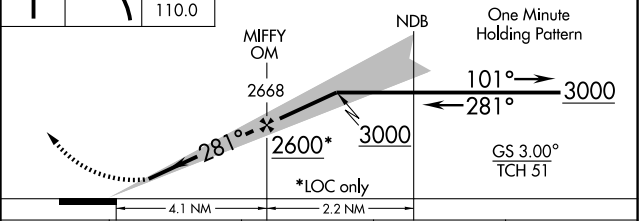


REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF REQUIRED

2000	3000	AGC
		110.0



CATEGORY	A	B	C	D
S-ILS 28	**1451/24 200 (200-½)			
S-LOC 28	1660/24 409 (500-½)		1660/40 409 (500-¾)	
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

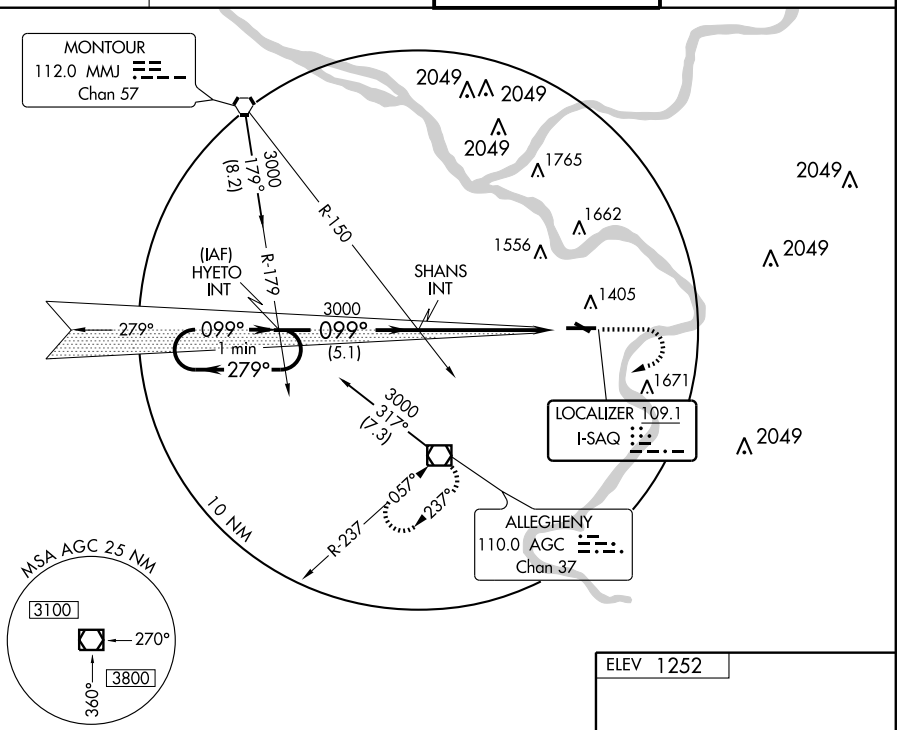
LOC I-SAQ	APP CRS	Rwy Idg	6501
109.1	099°	TDZE	1251
		Apt Elev	1252

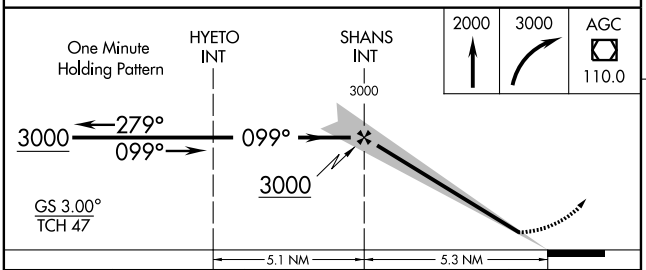
ILS RWY 10

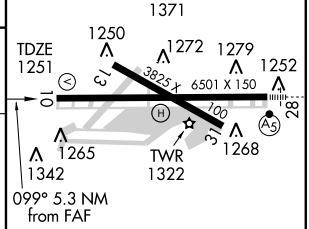
PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
S-ILS 10	1451-¾ 200 (200-¾)			
S-LOC 10	1740-1 489 (500-1)		1740-1¼ 489 (500-1¼)	1740-1½ 489 (500-1½)
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

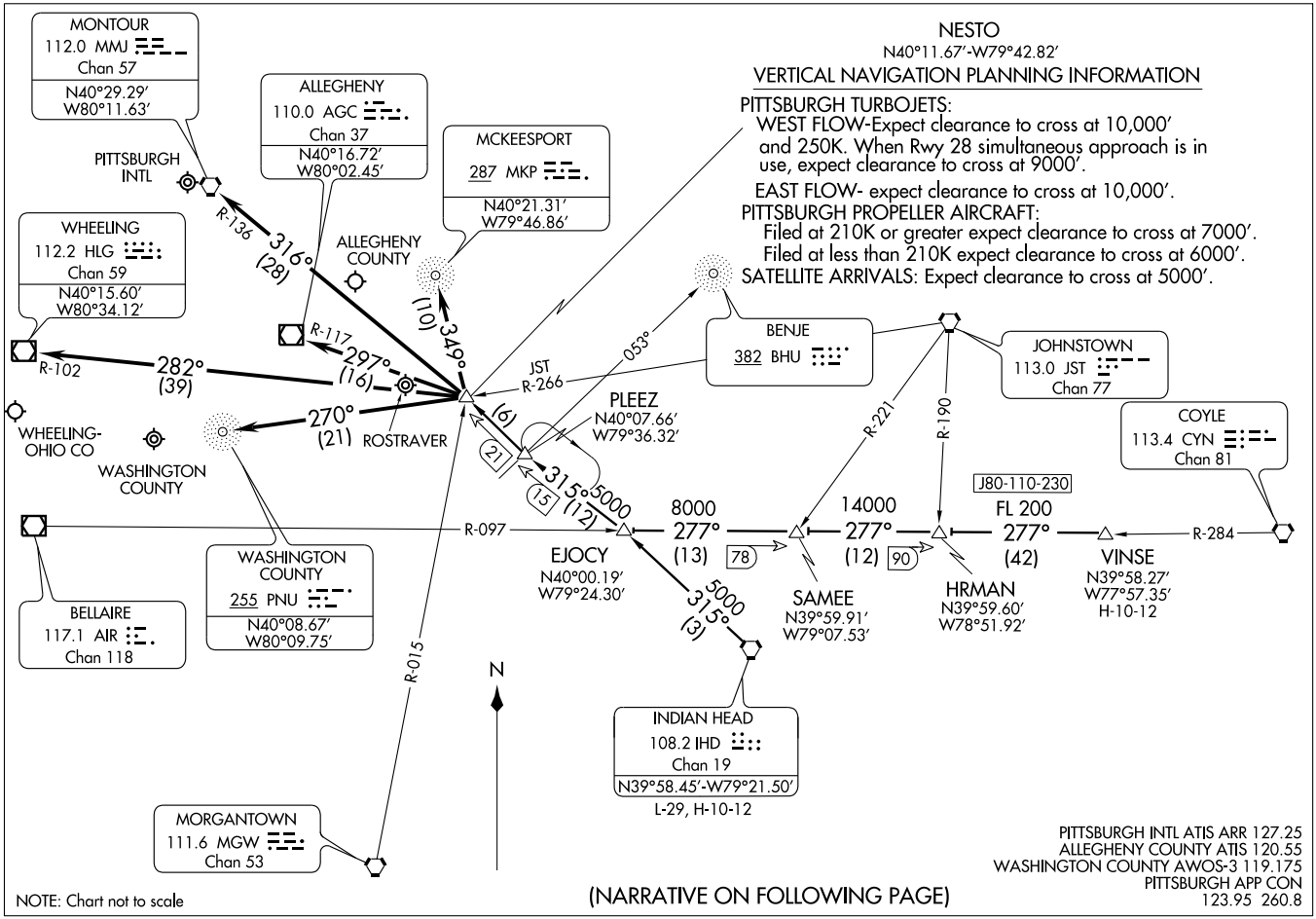
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 97325	099°	TDZE	1251
W10A		Apt Elev	1252

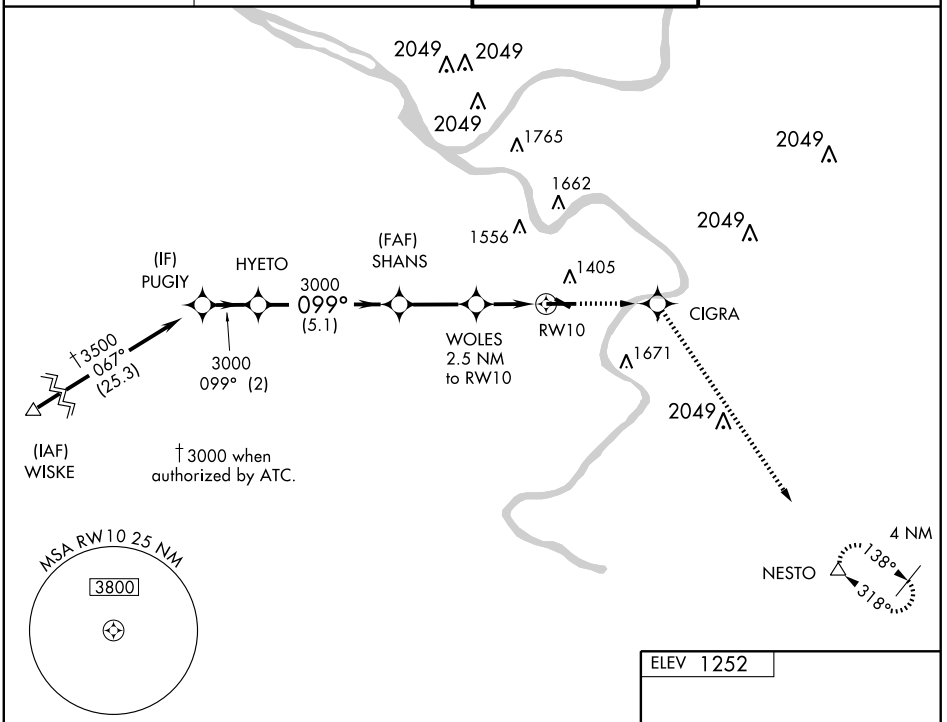
RNAV (GPS) RWY 10

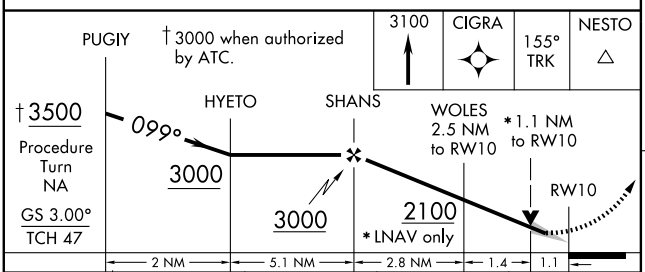
PITTSBURGH / ALLEGHENY COUNTY (AGC)

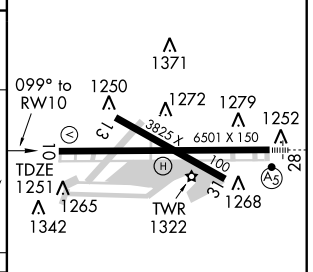
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
LPV DA	1501-¾ 250 (300-¾)			
LNAV/VNAV DA	1642-1¼ 391 (400-1¼)			
LNAV MDA	1660-1 409 (500-1)		1660-1¼ 409 (500-1¼)	
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6501
CH 65625	279°	TDZE	1251
W28A		Apt Elev	1252

RNAV (GPS) RWY 28

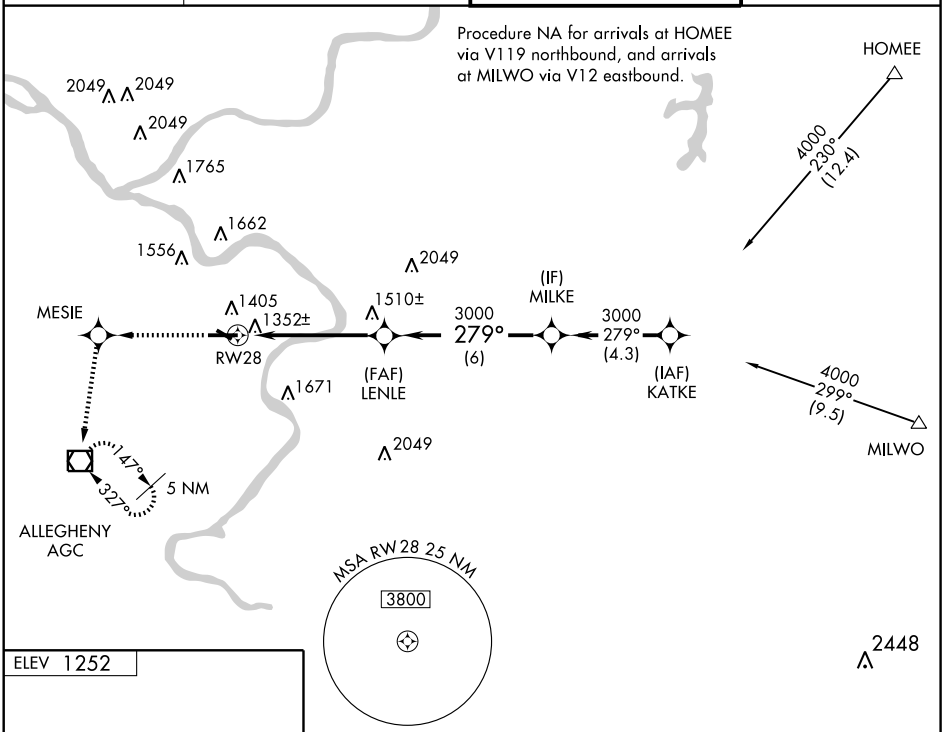
PITTSBURGH / ALLEGHENY COUNTY (AGC)

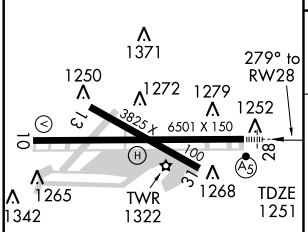
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

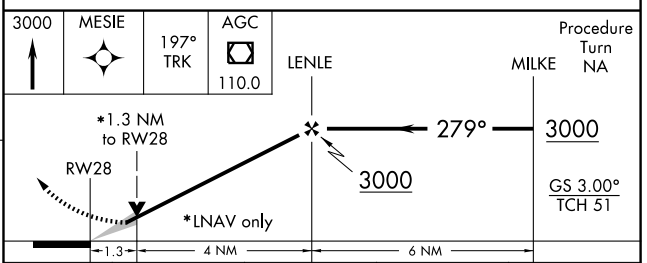
MALSR

MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)		1700/40 449 (500-¾)	1700/50 449 (500-1)
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME AGC 110.0 Chan 37	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 1252

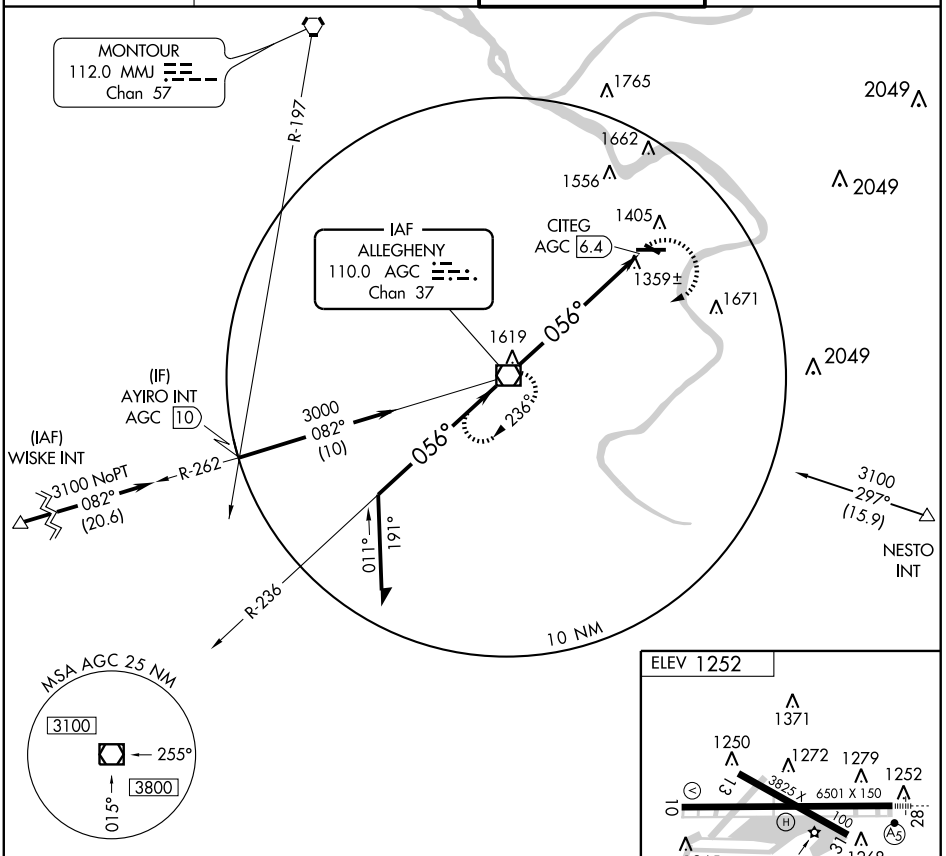
VOR-A

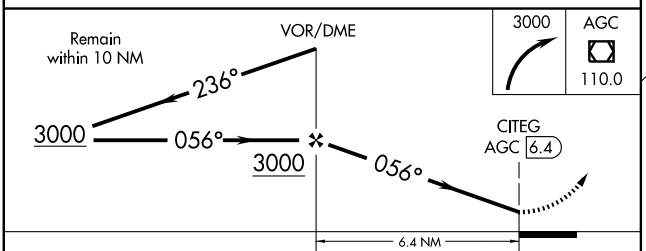
PITTSBURGH / ALLEGHENY COUNTY (AGC)

If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7





REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

CATEGORY	A	B	C	D
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

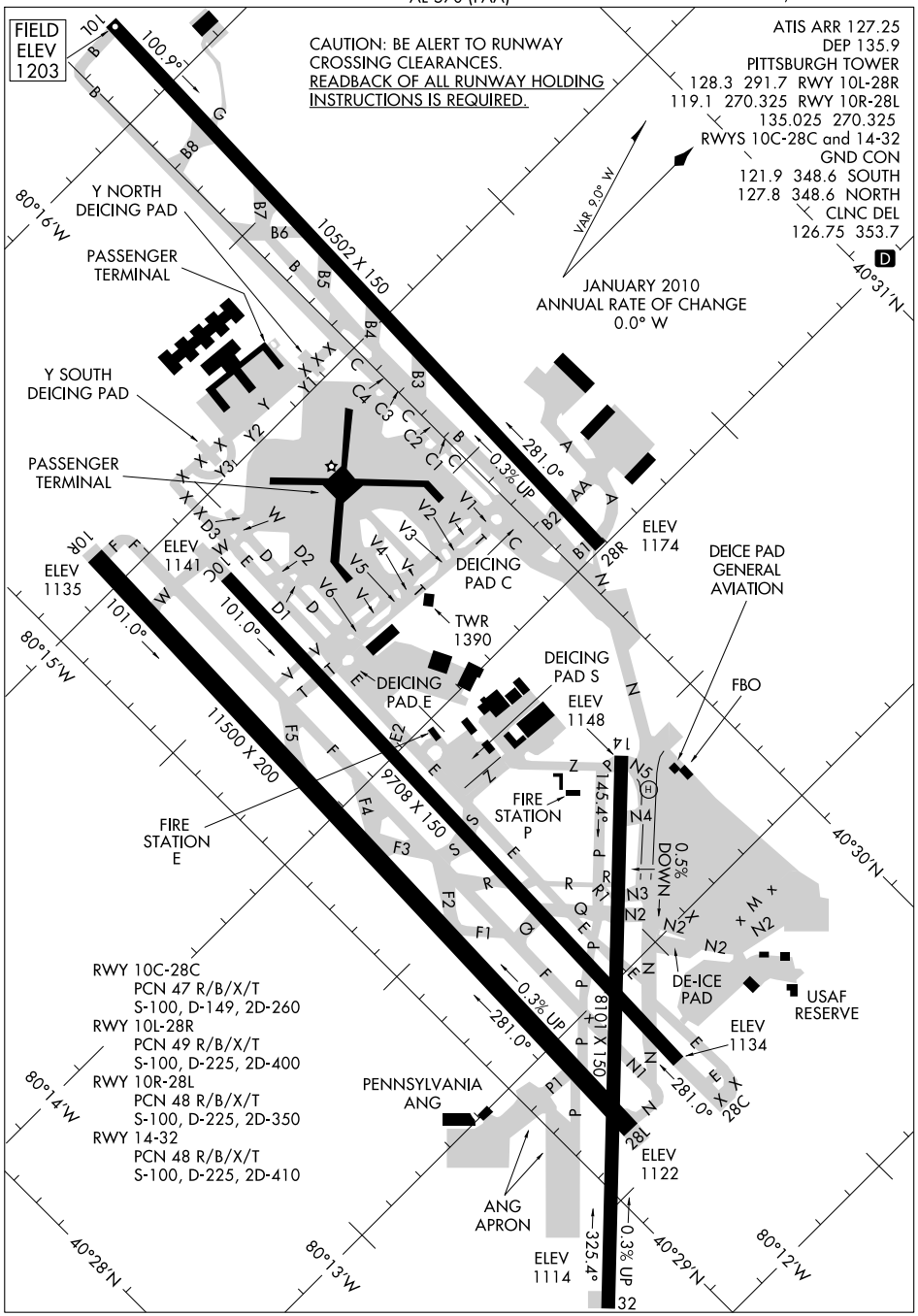
(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

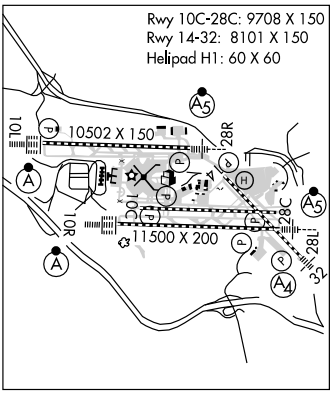
. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

PITTSBURGH INTL (PIT) 12 NW UTC−5(−4DT) N40°29.49′ W80°13.97′ **DETROIT**
1203 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE PIT **H–10H, 12I, L–29C**
RWY 10R–28L: H11500X200 (CONC–GRVD) S–100, D–225, 2D–350 PCN 48 R/B/X/T **IAP, AD**
HIRL CL
RWY 10R: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 52′. Trees.
RWY 28L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.
Trees. 0.3% up.
RWY 10L–28R: H10502X150 (ASPH–CONC–GRVD) S–100, D–225, 2D–400 PCN 49 R/B/X/T HIRL CL
RWY 10L: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Trees.
RWY 28R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′.
Trees. 0.3% up.
RWY 10C–28C: H9708X150 (ASPH–CONC–GRVD) S–100, D–149, 2D–260 PCN 47 R/B/X/T HIRL CL
RWY 10C: REIL. PAPI(P4L)—GA 3.0° TCH 51′.
RWY 28C: TDZL. PAPI (P4L)—GA 3.0° TCH 50′. Trees.
RWY 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410 PCN 48 R/B/X/T HIRL CL
RWY 14: PAPI(P4L)—GA 3.0° TCH 60′. Pole. 0.5% down.
RWY 32: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Trees.
0.3% up.

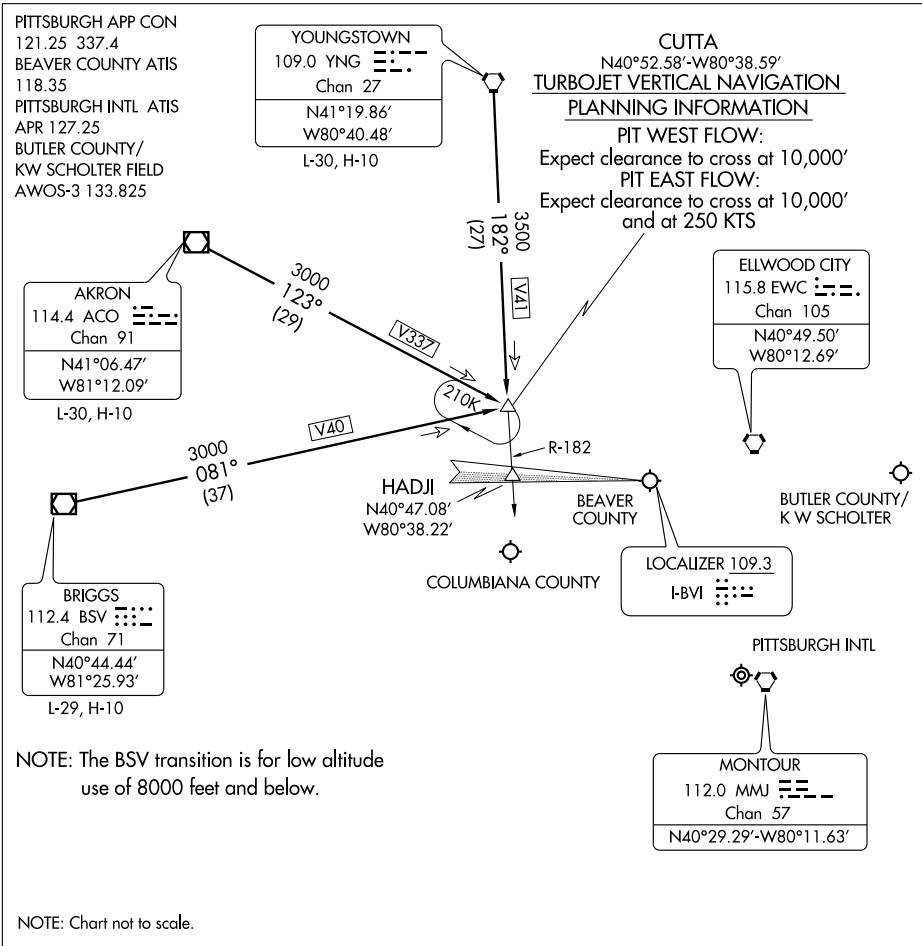


RUNWAY DECLARED DISTANCE INFORMATION:
RWY 10L: TORA–10502 TODA–10502 ASDA–10502 LDA–10502
RWY 10C: TORA–9708 TODA–9708 ASDA–9708 LDA–9708
RWY 10R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 14: TORA–8101 TODA–8101 ASDA–8101 LDA–8101
RWY 28L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 28C: TORA–9708 TODA–9708 ASDA–9708 LDA–9708
RWY 28R: TORA–10502 TODA–10502 ASDA–10102 LDA–10102
RWY 32: TORA–8101 TODA–8101 ASDA–8101 LDA–8101

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt PAEW adjacent all rwys. Rwy 10L ALSF2 and SSALR is a dual mode system and controlled by twr and remote monitored. Twr is authorized to taxi acft into position and hold on Rwy 28L at Twy 'P' during hrs of darkness. The specific rwy shall be used only for departures and the intersection must be visible from twr. All jets departing Rwy 28R must be aligned with rwy prior to applying takeoff power. Rwy 10C and Rwy 28C departures: do not apply tkf thrust prior to rwy thld. Rwy 32 NSTD precision instrument markings—TDZ markings missing at 3000′. Rwy 10R touchdown, midfield and rollout runway visual range avbl. Rwy 28L touchdown, midfield and rollout rwy visual range avbl. Rwy 10L touchdown, midfield and rollout rwy visual range avbl. Rwy 28R touchdown, midfield and rollout rwy visual range avbl. Rwy 14 touchdown, midfield and rollout rwy visual range avbl. Rwy 32 touchdown, midfield and rollout rwy visual range avbl. Rwy 10C touchdown, midfield and rollout rwy visual range avbl. Rwy 28C touchdown, midfield and rollout rwy visual range avbl. Twy F clsd indef from Twy P to Rwy 32. Twy Y clsd indef, access to commuter apron avbl via Twy Y1 and Twy Y2. Acft using Twy N prohibited to stop on overpass area due to possible emergency evacuation hazard. Terminal taxilanes east of concourses A and B restricted to group 3 acft and smaller. Twy G intersection at Rwy 10L–28R right turn not allowed. Ldg fee. NOTE: See Special Notices—Intersection Departures During Period of Darkness, and Continuous Power Facilities..

WEATHER DATA SOURCES: ASOS (412) 472–0145. TDWR.
COMMUNICATIONS: D–ATIS ARR 127.25 **D–ATIS DEP** 135.9 **UNICOM** 122.95
MONTOUR RCO 122.1R 112.0T (ALTOONA RADIO)
Ⓡ **APP CON** 124.15 (001°–090°) 123.95 (091°–180°) 133.7 (181°–270°) 121.25 (271°–360°)
TOWER 119.1 (Rwy 10R–28L) 128.3 (Rwy 10L–28R) 135.025 (Rwys 10C–28C and 14–32)
CLNC DEL 126.75 **PRE–TAXI CLNC** 126.75 **GND CON** 121.9 (South) 127.8 (North)
Ⓡ **DEP CON** 119.35 (South) 124.75 (North) 125.275
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIT.
MONTOUR (L) VORTAC 112.0 MMJ Chan 57 N40°29.29′ W80°11.63′ 284° 1.8 NM to fld. 1200/08W.
ILS 111.7 I–LXB Rwy 10L. Class IIIE.
ILS 108.9 I–GUT Rwy 10R. Class IIIE.
ILS 111.3 I–TQW Rwy 32. Class IE.
ILS 111.7 I–HFE Rwy 28R.
ILS 108.9 I–PFS Rwy 28L. Class IT.
ASR
COMM/NAV/WEATHER REMARKS: Terminal apron control frequencies are 130.77 for north apron; 131.37 for south apron.

• • • •



AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

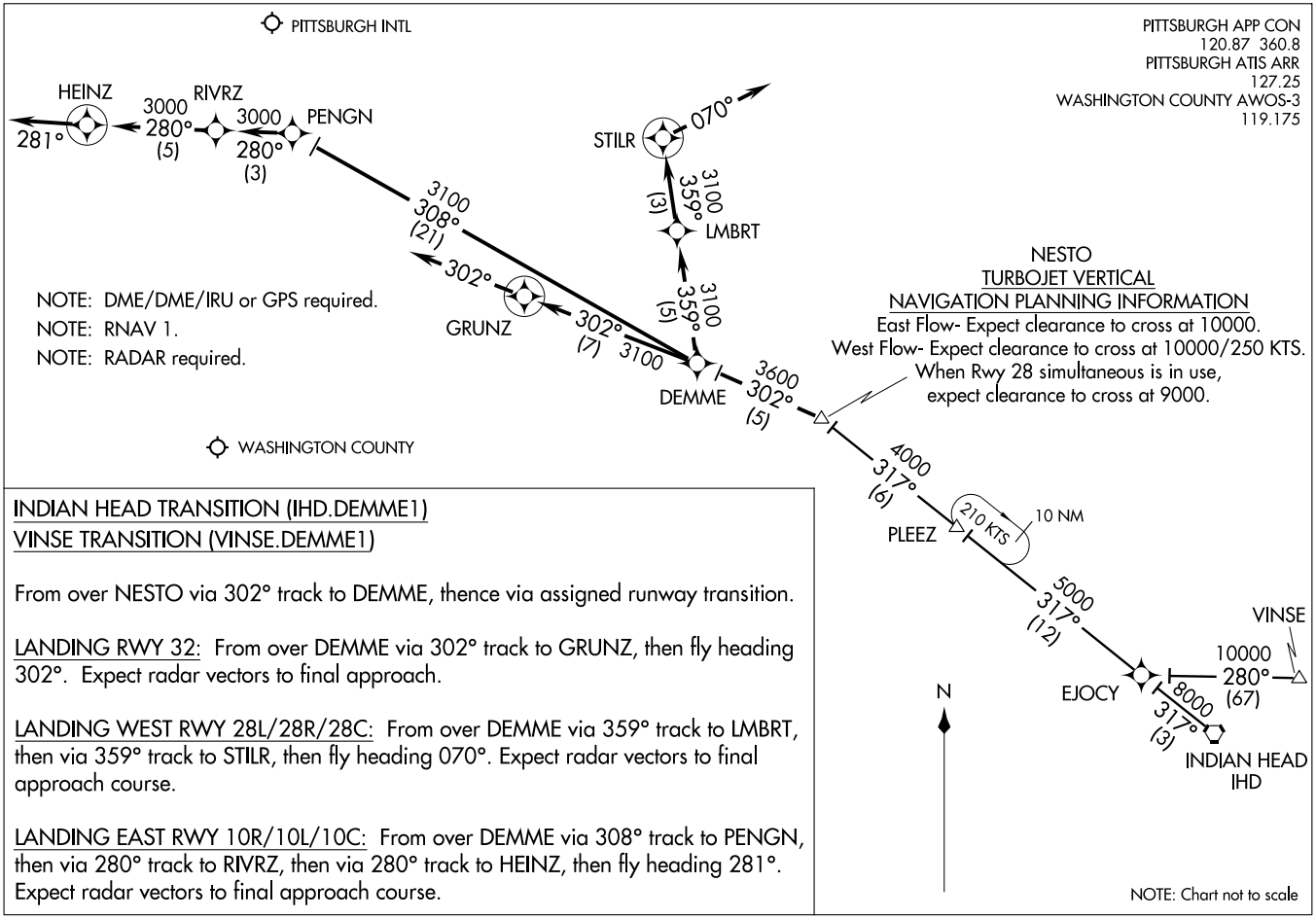
BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

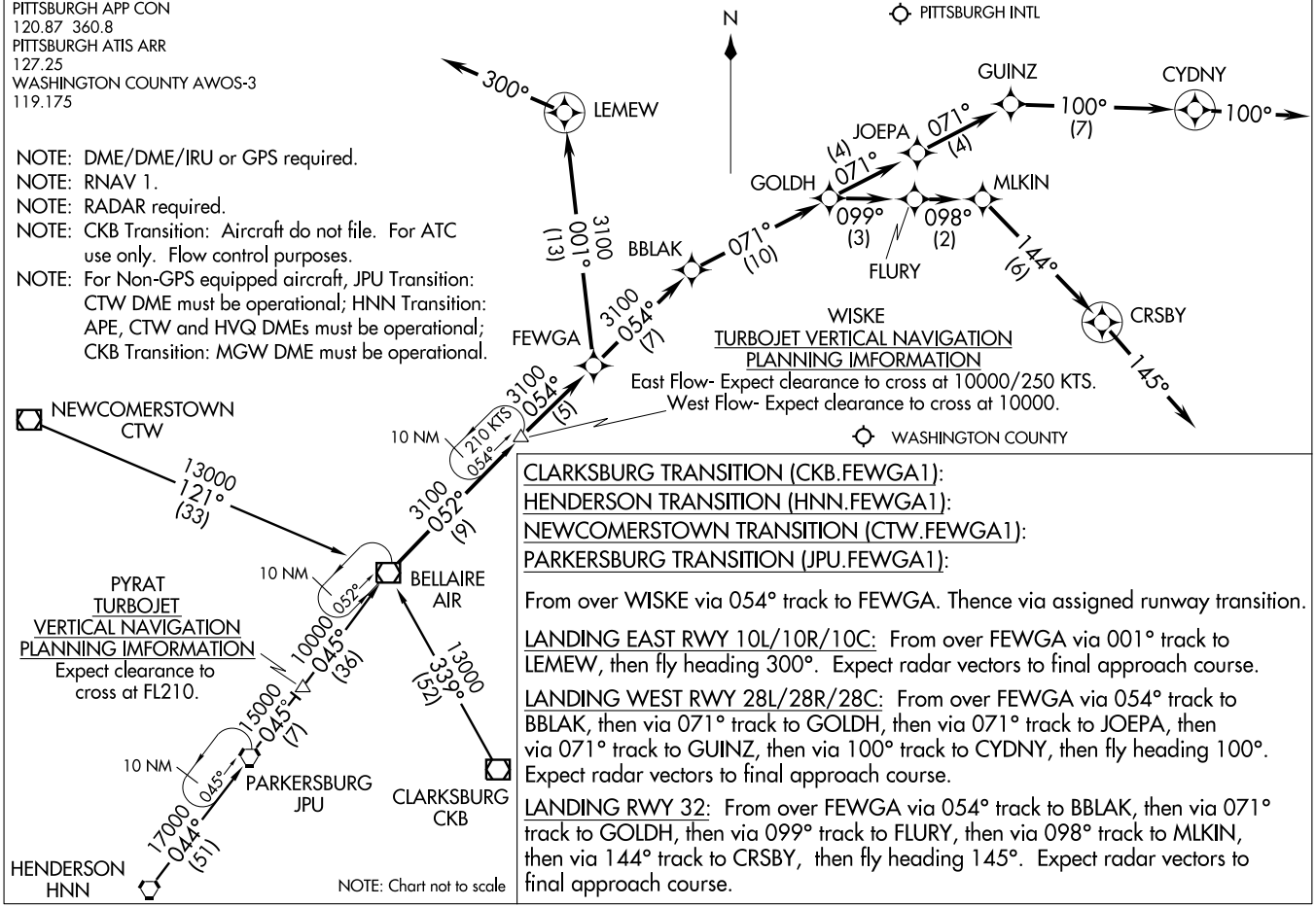
(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

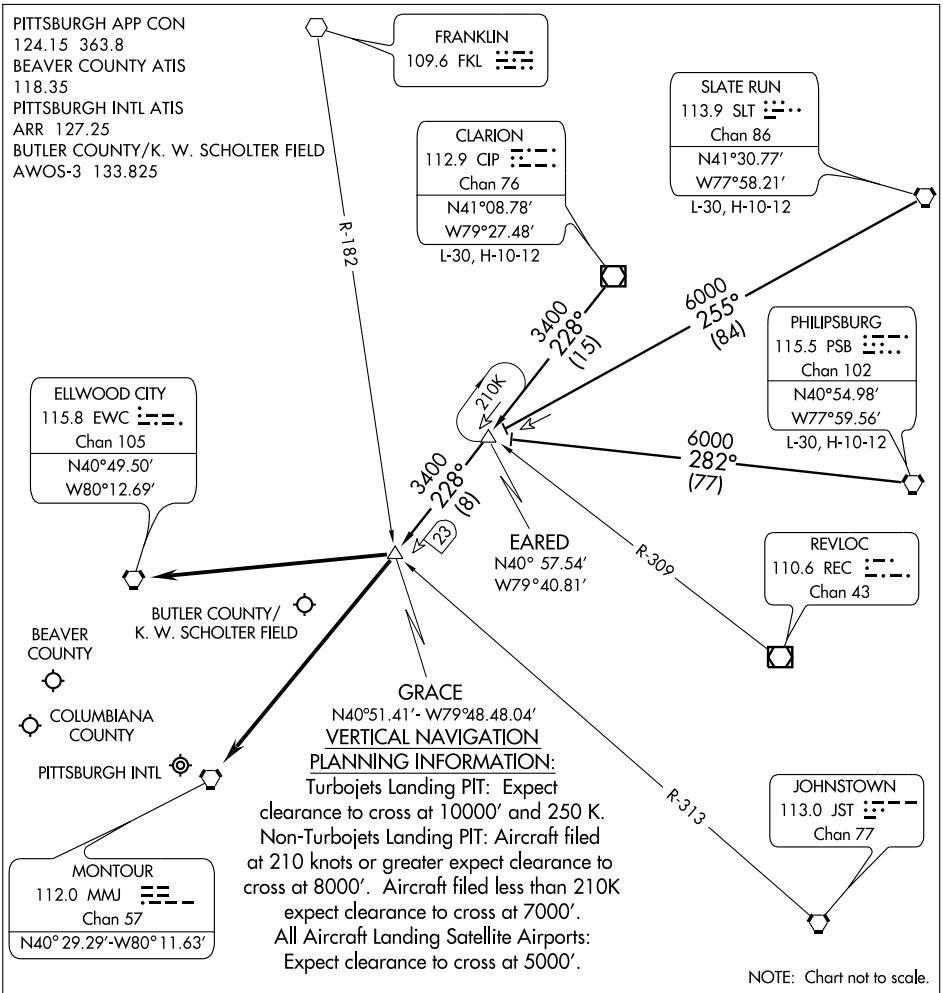
From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

GRACE
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION:
Expect to cross at
10000/250KTS.

CLARION
CIP

13000
230°
(15)

10 NM

210 KTS

10000
255°
(84)

SLATE RUN
SLT

PHILIPSBURG
PSB

11000
280°
(77)

EARED

4000
230°
(8)

4000
200°
(5)

BUTLER COUNTY/
K.W. SCHOLTER FIELD

HAYNZ

4000
235°
(17)

4000
200°
(10)

MYRON

3000
281°
(5)

3000
281°
(8)

281°

TOWEL

TERBL

ROOSA

125°

4000
210°
(11)

PITTSBURGH INTL

COPPE

165°

N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale

CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

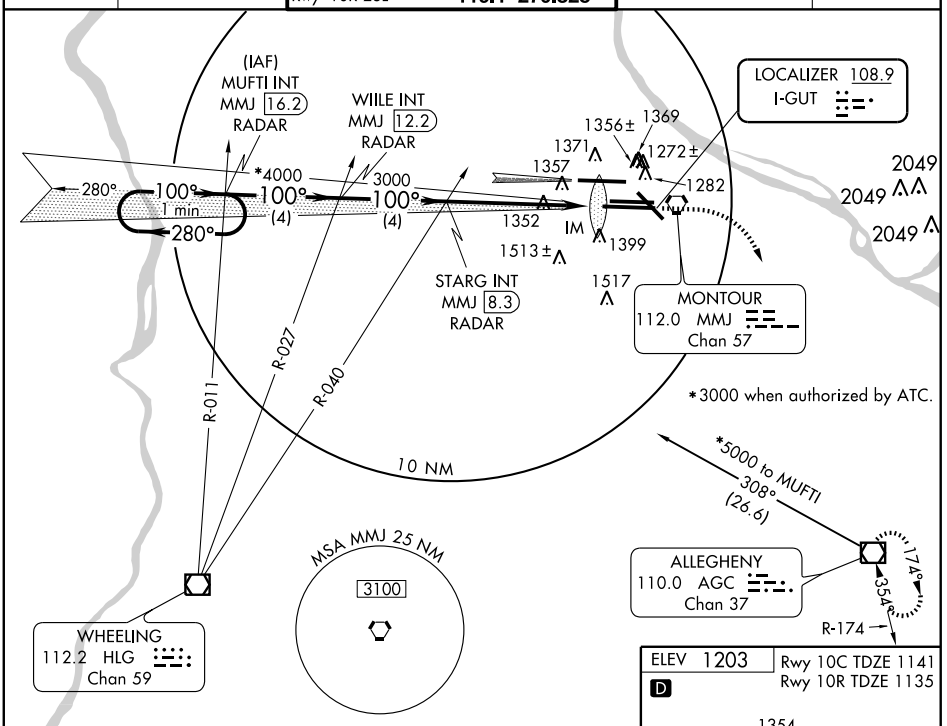
LOC I-GUT	APP CRS		10R	10C
108.9	100°	Rwy Idg	11500	9708
		TDZE	1135	1141
		Apt Elev	1203	1203

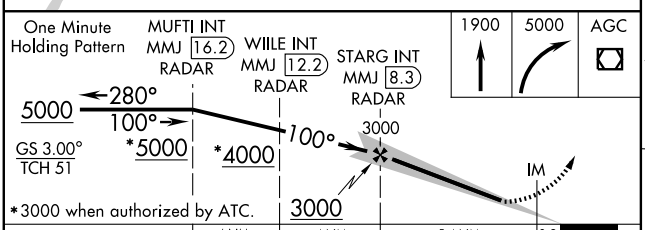
Simultaneous approach authorized with Rwy 10L.

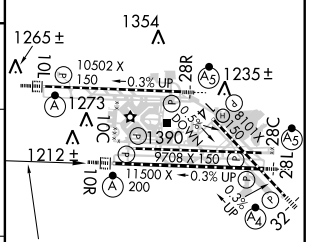
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D	E
S-ILS 10R	1335/18 200 (200-½)				1335/24 200 (200-½)
S-LOC 10R	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)	1620/60 485 (500-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)
SIDESTEP 10C	1620/50 479 (500-1)		1620-1½ 479 (500-1½)	1620-2 479 (500-2)	1620-2¼ 479 (500-2¼)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PFS	APP CRS		28L	28C
108.9	280°	Rwy ldg	11500	9708
		TDZE	1125	1134
		Apt Elev	1203	1203

ILS or LOC RWY 28L

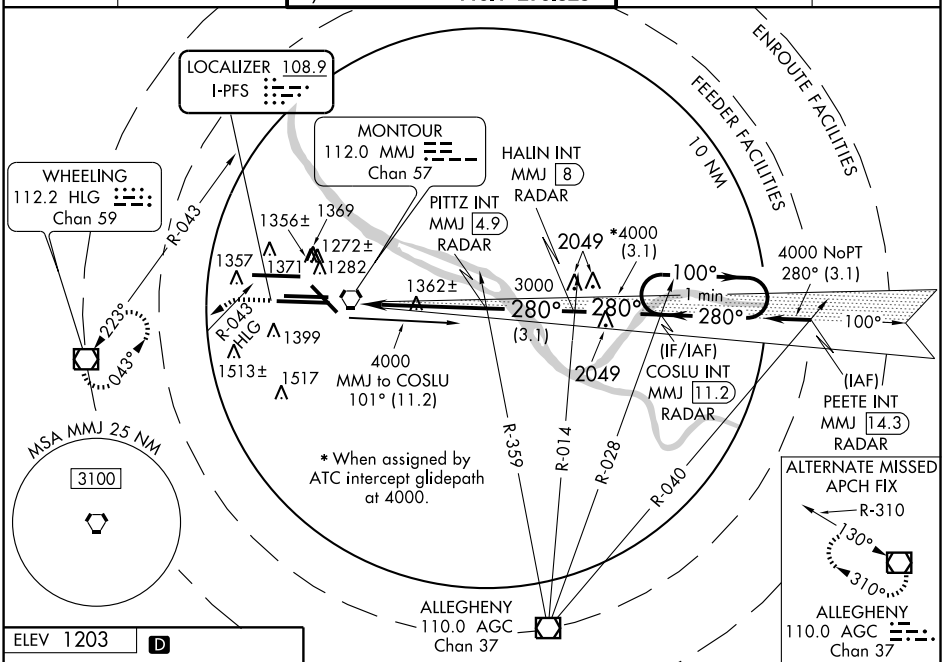
PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

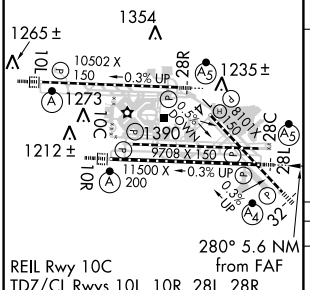


NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

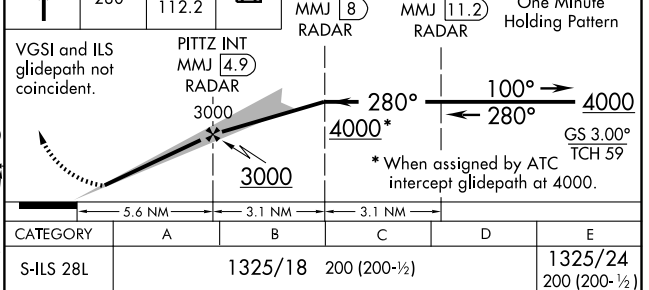
ELEV 1203 D

Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18 200 (200-½)				1325/24 200 (200-½)
S-LOC 28L	1620/24 495 (500-½)		1620/40 495 (500-¾)	1620/50 495 (500-1)	1620/60 495 (500-1¼)
SIDESTEP 28C	1620-1 486 (500-1)		1620-1½ 486 (500-1½)	1620-2 486 (500-2)	1620-2¼ 486 (500-2¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

ILS or LOC RWY 28R

PITTSBURGH INTL (PIT)

LOC I-HFE	APP CRS	Rwy Idg	TDZE	Apt Elev
111.7	280°	10102	1174	1203

For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

R-002

182°

002°

ELLWOOD CITY

115.8 EWC

Chan 105

TACAN MISSED APCH FIX

182°

002°

R-002

HAXIT

EWC 5

ELLWOOD CITY

115.8 EWC

Chan 105

LOCALIZER 111.7

I-HFE

COFEE INT

MMJ 6.8

RADAR

(IF/IAF)

KERRS INT

MMJ 10

RADAR

ZAIKO INT

RADAR

DOPNE

RADAR

†4000

280°

(3.1)

100°

1 min

280°

100°

3000

280°

(3.1)

2049

2049

1356±

1369

1272±

1282

1371

1357

1399

1513±

1517

5000 to KERRS

096° (10)

†5000 NoPT

NASTY to KERRS

280° (3.1)

(IAF)

NASTY INT

MMJ 13.1

RADAR

MONTOUR

112.0 MMJ

Chan 57

10 NM

R-355

R-008

R-022

R-034

MSA MMJ 25 NM

3100

2049

ALLEGHENY

110.0 AGC

Chan 37

2049

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ELEV 1203

D

280° 5.5 NM from FAF

TDZE 1174

1354

1265±

1235±

1273

1212±

1390

10502 X 150

0.3% UP

9708 X 150

11500 X 200

0.3% UP

0.3% UP

10L

10C

10R

28R

28C

28L

32

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP	5.5 NM				
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

1800 5000 EWC 115.8

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 57

*LOC Only

2300*

3000

3.4 NM 2.1 NM 3.1 NM 3.1 NM

COFEE INT MMJ 6.8 RADAR

KERRS INT MMJ 10 RADAR

One Minute Holding Pattern

ZAIKO INT RADAR

DOPNE RADAR

3000

280°

100°

280°

†5000

†4000

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18 200 (200-½)				1374/24 200 (200-½)
S-LOC 28R	1540/24 366 (400-½)			1540/40	366 (400-¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 32

PITTSBURGH INTL (PIT)

LOC I-TQW	APP CRS	Rwy Idg	8101
111.3	324°	TDZE	1123
		Apt Elev	1203

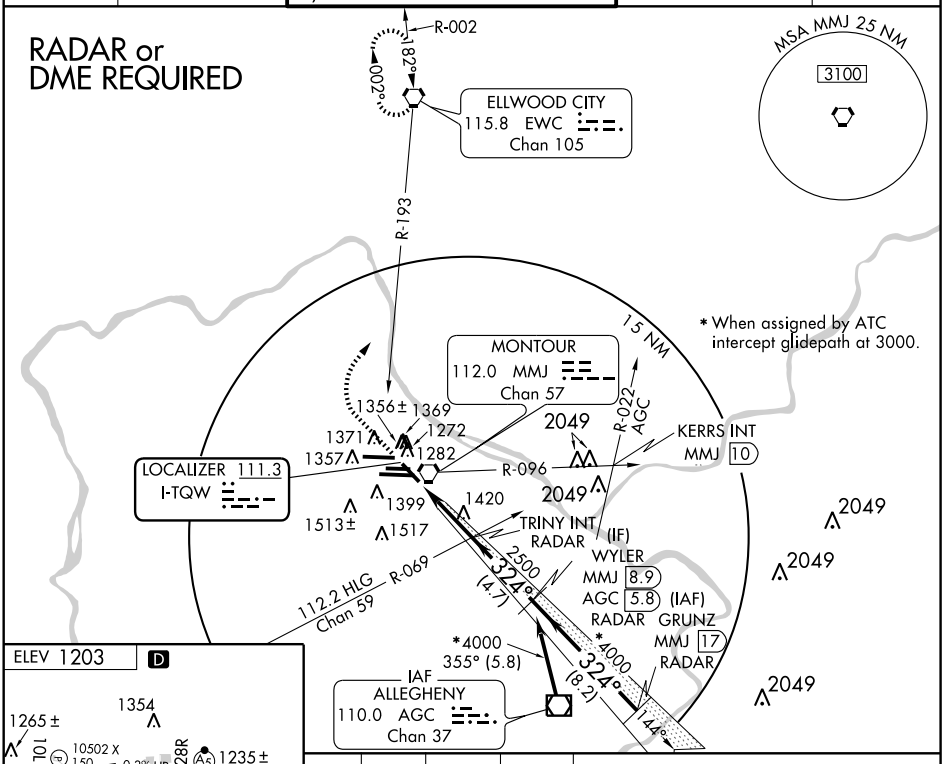
Inoperative table does not apply to S-LOC 32 Cat C.

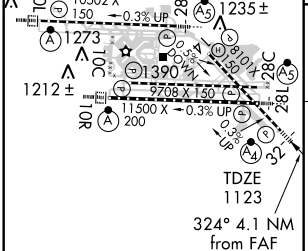
MALS

MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

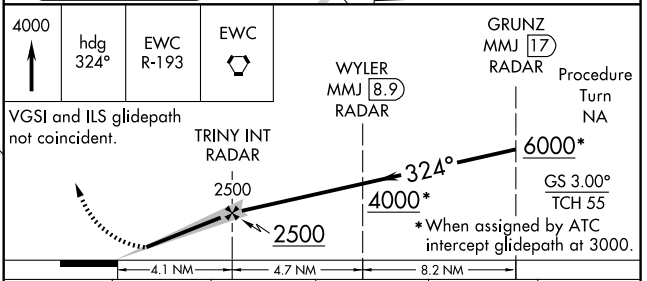
RADAR or DME REQUIRED





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D	E
S-ILS 32	1323/40 200 (200-¾)				
S-LOC 32	1720/40 597 (600-¾)		1720-1½ 597 (600-1½)	1720-1¾ 597 (600-1¾)	1720-2 597 (600-2)
CIRCLING	1720-1 517 (600-1)		1720-1½ 517 (600-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

ILS RWY 10L (CAT II)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L	119.1 270.325		

R-002 182° 002° ELLWOOD CITY 115.8 EWC Chan 105

MSA MMJ 25 NM 3100

15 NM

LOCALIZER 111.7 I-LXB

(IAF) STOWI INT MMJ 15.4 RADAR

RACOO MMJ 9 RADAR

280° 100° 1 min 280° 100° (6.4) 3000 1357 1371 1356± 1369 1272 1282 1399 1513± 1517

MONTOUR 112.0 MMJ Chan 57

2049

*3000 when authorized by ATC.

112.2 HLG Chan 59 R-014

4000 297° (15.9)

*4000 to STOWI 311° (26.3)

ALLEGHENY 110.0 AGC Chan 37

NESTO

ELEV 1204 D

TDZE 1354 1265± 1204 1235± 1273 1390 1212± 10502 X 150 0.3% UP 9708 X 150 0.5% UP 11500 X 150 0.3% UP 200

10L 28R 10C 28C 10R 28L 14 32

STOWI INT MMJ 15.4 RADAR

One Minute Holding Pattern

RACOO MMJ 9 RADAR

1900 4000 EWC 115.8

4000 280° 100° *4000 3000 GS 3.00° TCH 59 3000 100° DH RA NA IM 1204 MSL

*3000 when authorized by ATC.

6.4 NM 5.2 NM 783' 1251'

CATEGORY	A	B	C	D
S-ILS 10L	RA NA/12	100 DA 1304		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

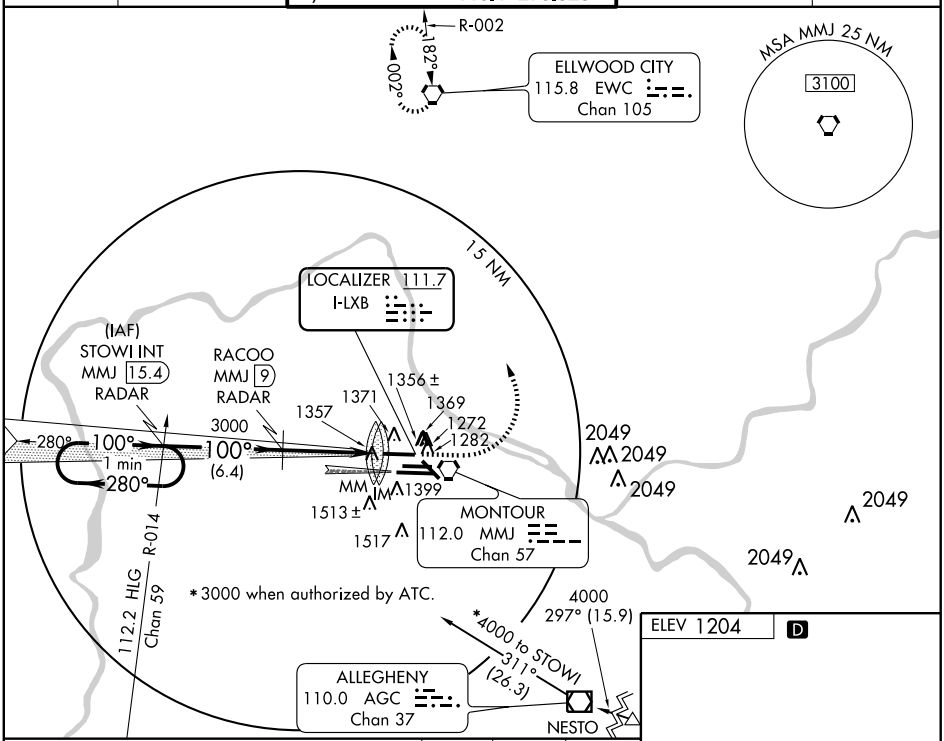
ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

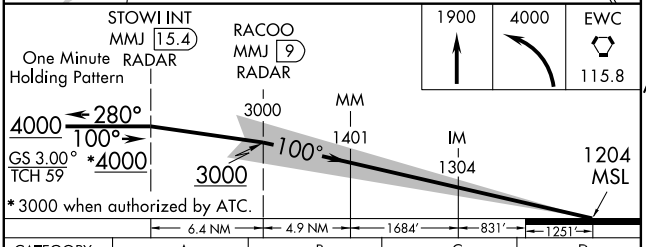
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

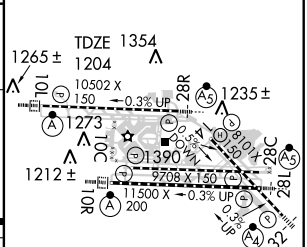
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	Cat IIIa RVR 07			
S-ILS 10L	Cat IIIb RVR 06			
S-ILS 10L	Cat IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

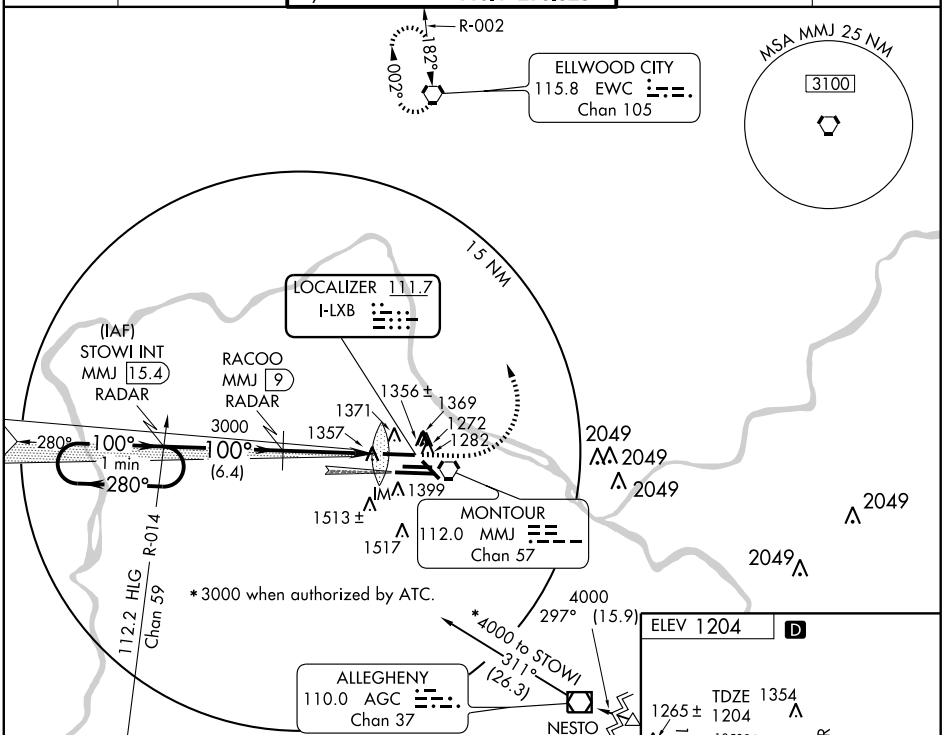
ILS RWY 10L
PITTSBURGH INTL (PIT)

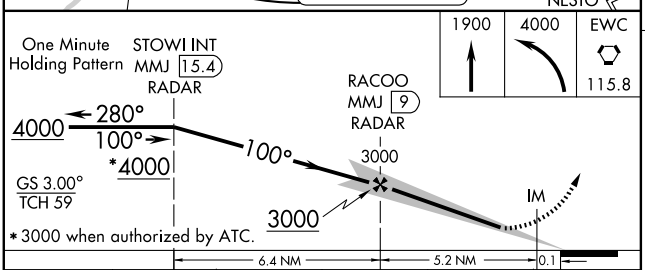
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

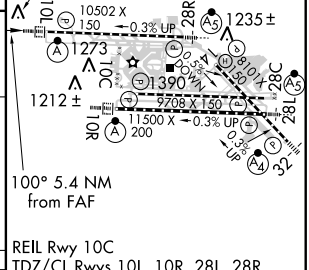
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY	A	B	C	D	E
S-ILS 10L	1404/18 200 (200-½)				1404/24 200 (200-½)
S-LOC 10L	1580/24 376 (400-½)			1580/40 376 (400-¾)	
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 10R (CAT II)

PITTSBURGH INTL (PIT)

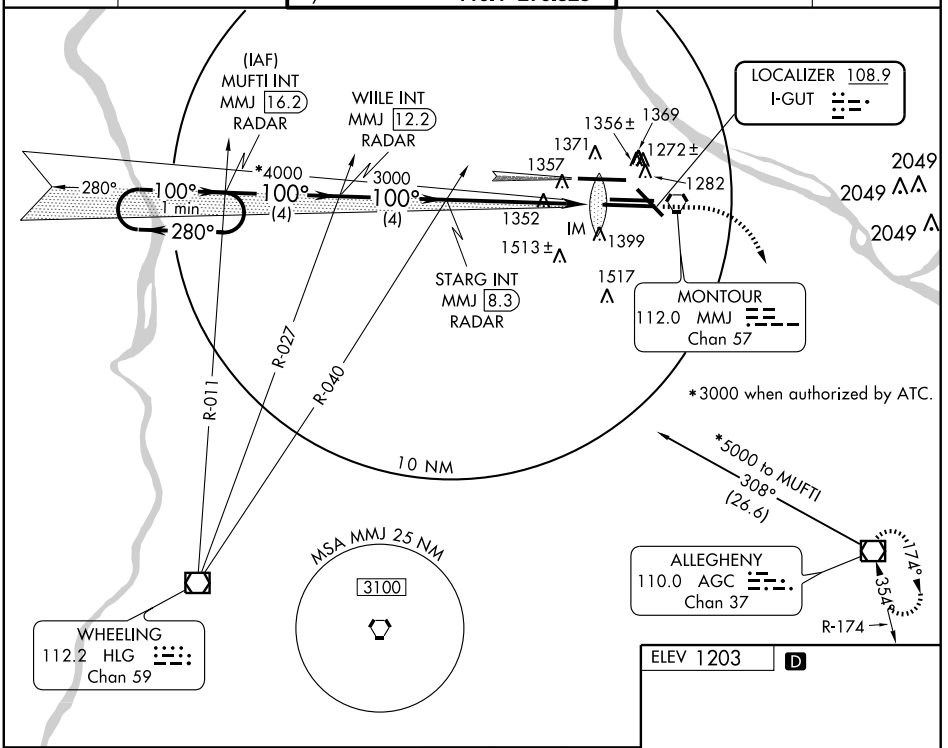
LOC I-GUT	APP CRS	Rwy ldg 11500
108.9	100°	TDZE 1135
		Apt Elev 1203

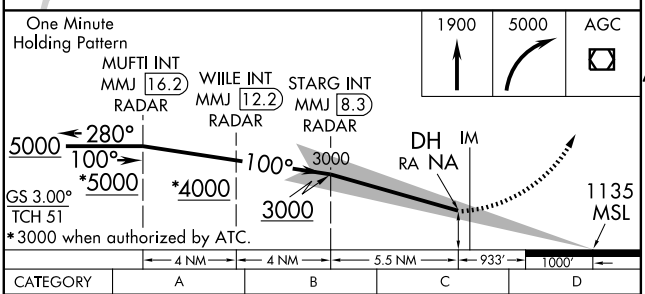
Simultaneous approach authorized with Rwy 10L.

ALSF-2

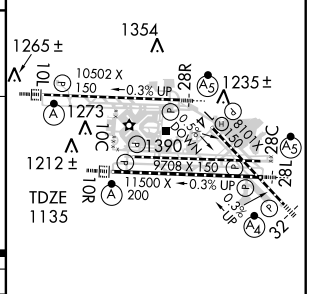
MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10R	RA NA/12 100 DA 1235			



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 10R (CAT III)

PITTSBURGH INTL (PIT)

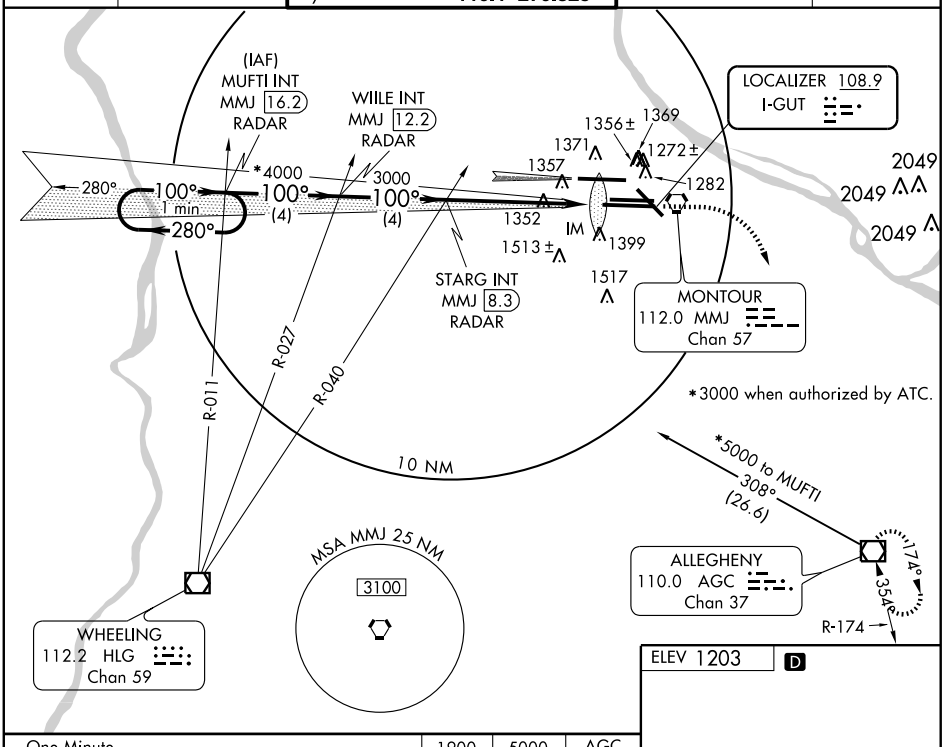
LOC I-GUT	APP CRS	Rwy ldg 11500 TDZE 1135 Apt Elev 1203
108.9	100°	

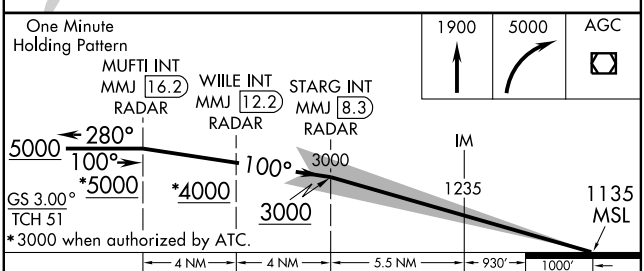
Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

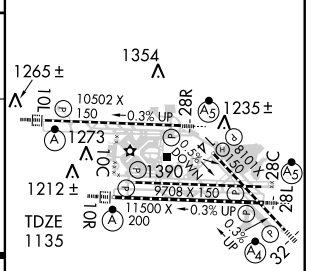
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10R		Cat IIIa	RVR 07	
S-ILS 10R		Cat IIIb	RVR 06	
S-ILS 10R		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PFS	APP CRS	Rwy ldg	11500
108.9	280°	TDZE	1125
		Apt Elev	1203

ILS RWY 28L (CAT II)

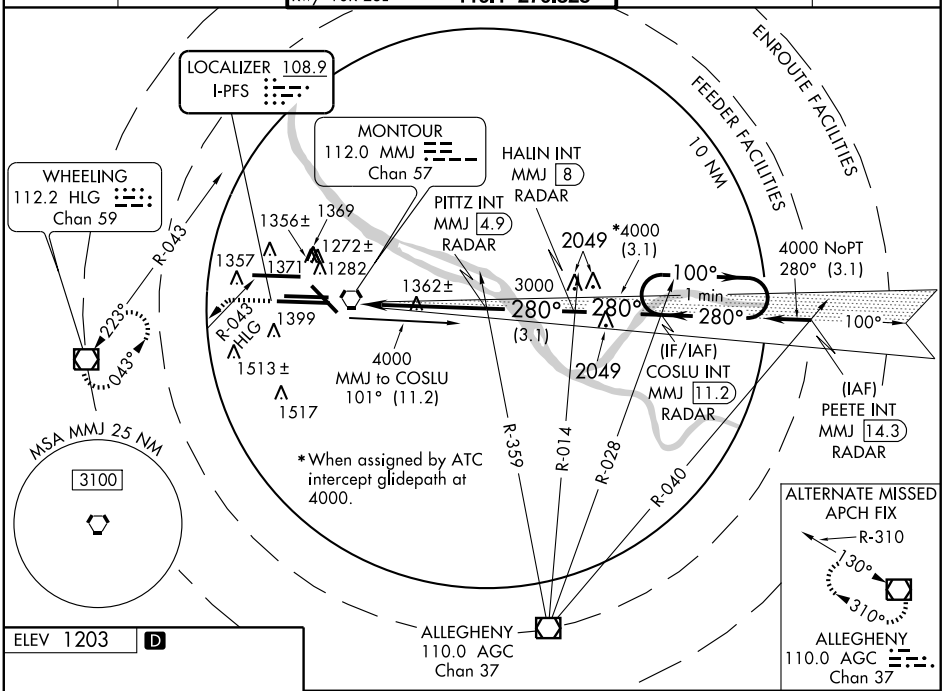
PITTSBURGH INTL (PIT)

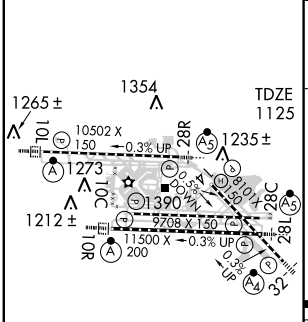
Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

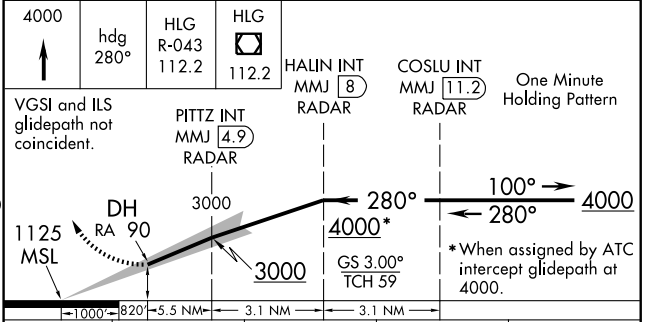
MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 28L	RA 90/12 100 DA 1225			

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 28R (CAT II)

PITTSBURGH INTL (PIT)

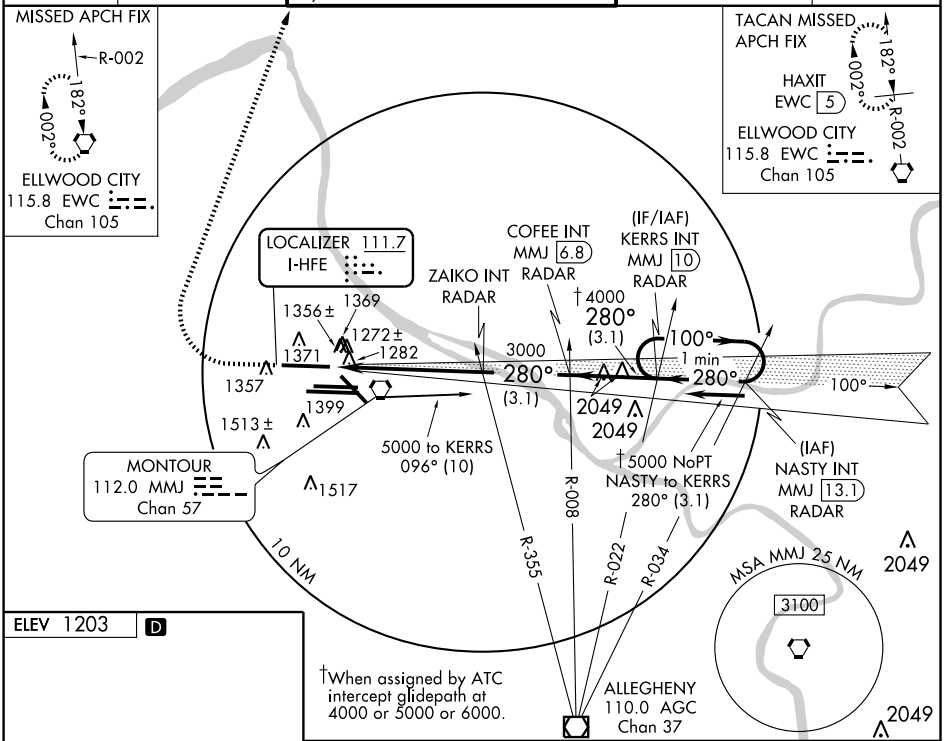
LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

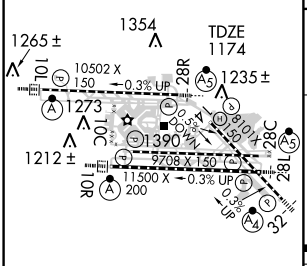
Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

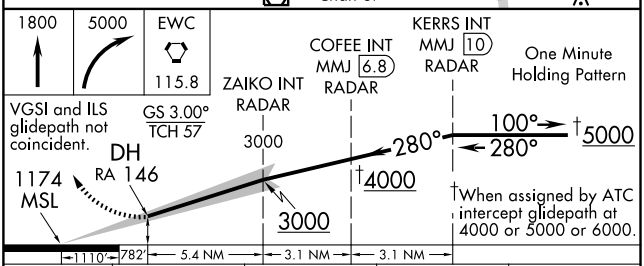
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

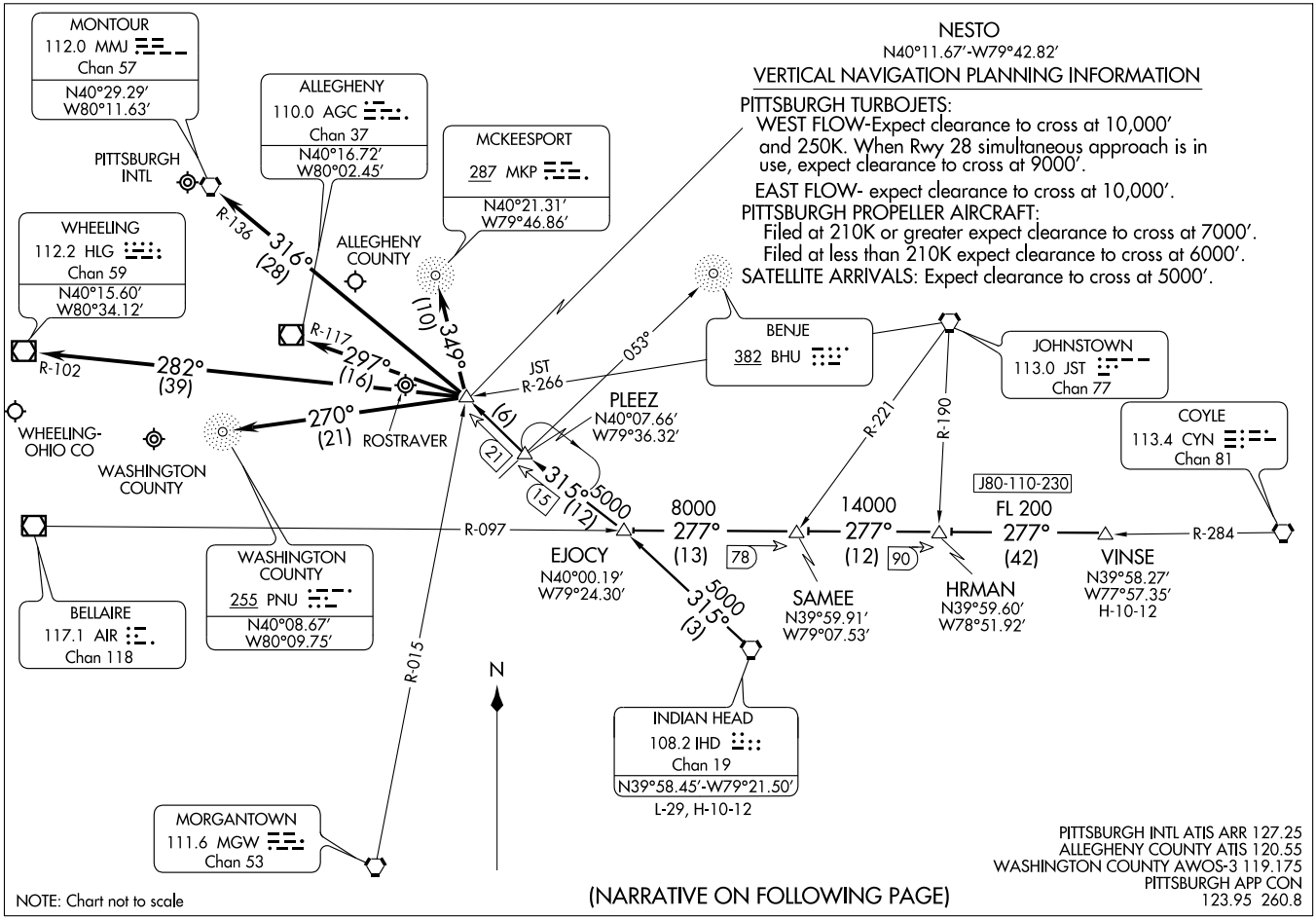
(JESEY.JESEY1) 09351

NE-4, 21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

PITTSBURGH NINE DEPARTURE

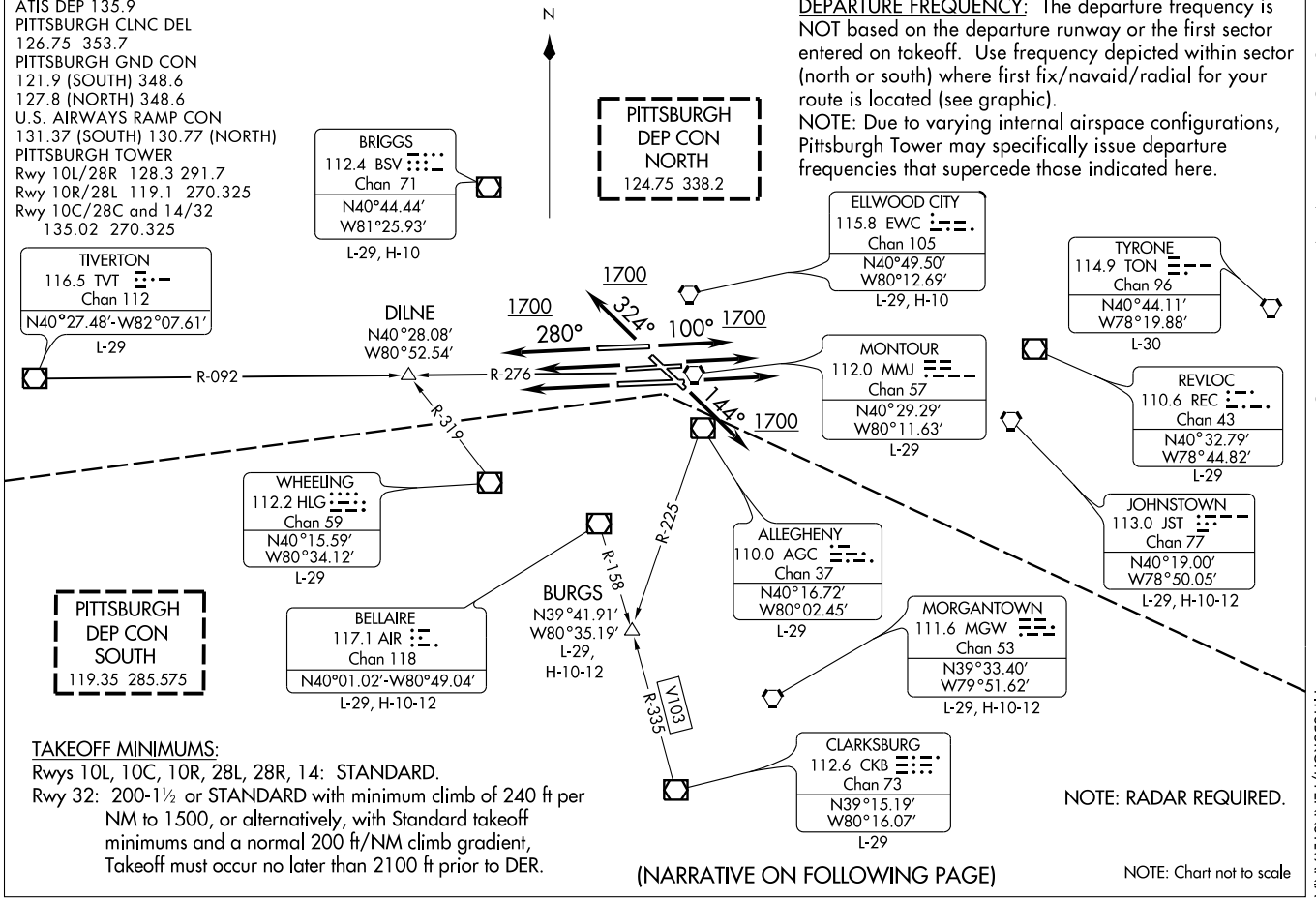
(PIT9.PIT) 09239

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

SL-570 (FAA)

ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.



TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.

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WAAS	APP CRS	Rwy Idg	10502
CH 81826	100°	TDZE	1204
W10B		Apt Elev	1204

RNAV (GPS) RWY 10L

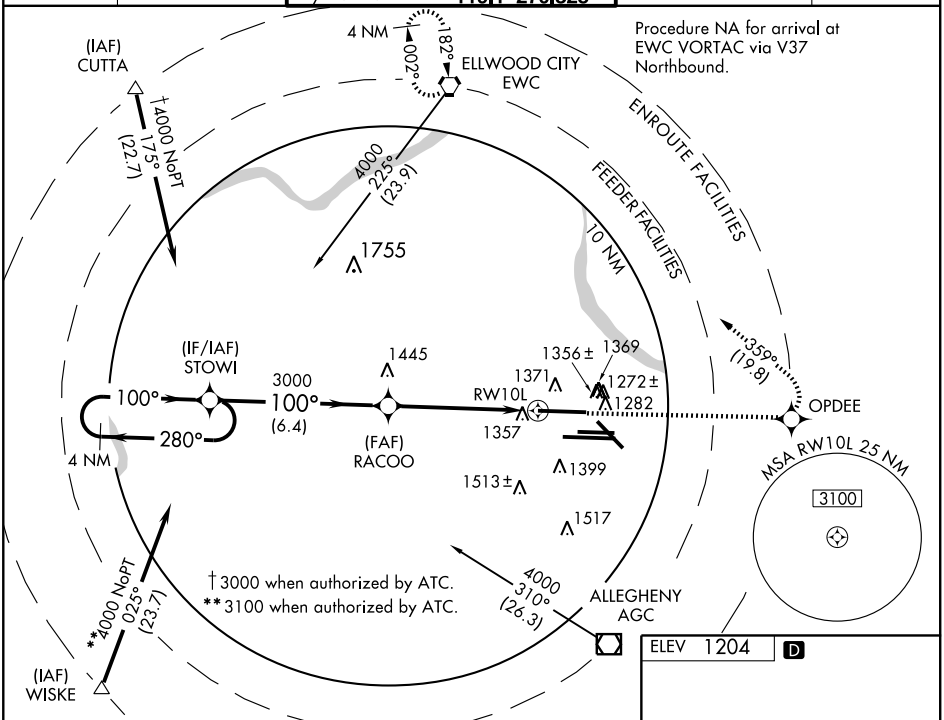
PITTSBURGH INTL (PIT)

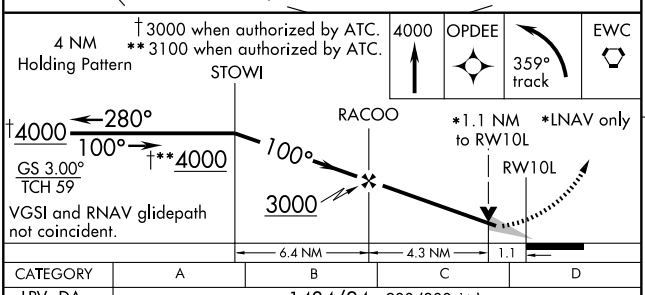
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

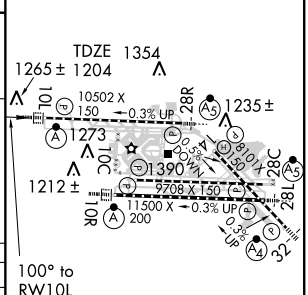
ALSF-2

MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1484/24 280 (300-½)			
LNAV/ VNAV DA	1636/50 432 (500-1)			
LNAV MDA	1620/24 416 (500-½)		1620/40 416 (500-¾)	1620/50 416 (500-1)
CIRCLING	1700-1½ 496 (500-1½)			1760-2 556 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

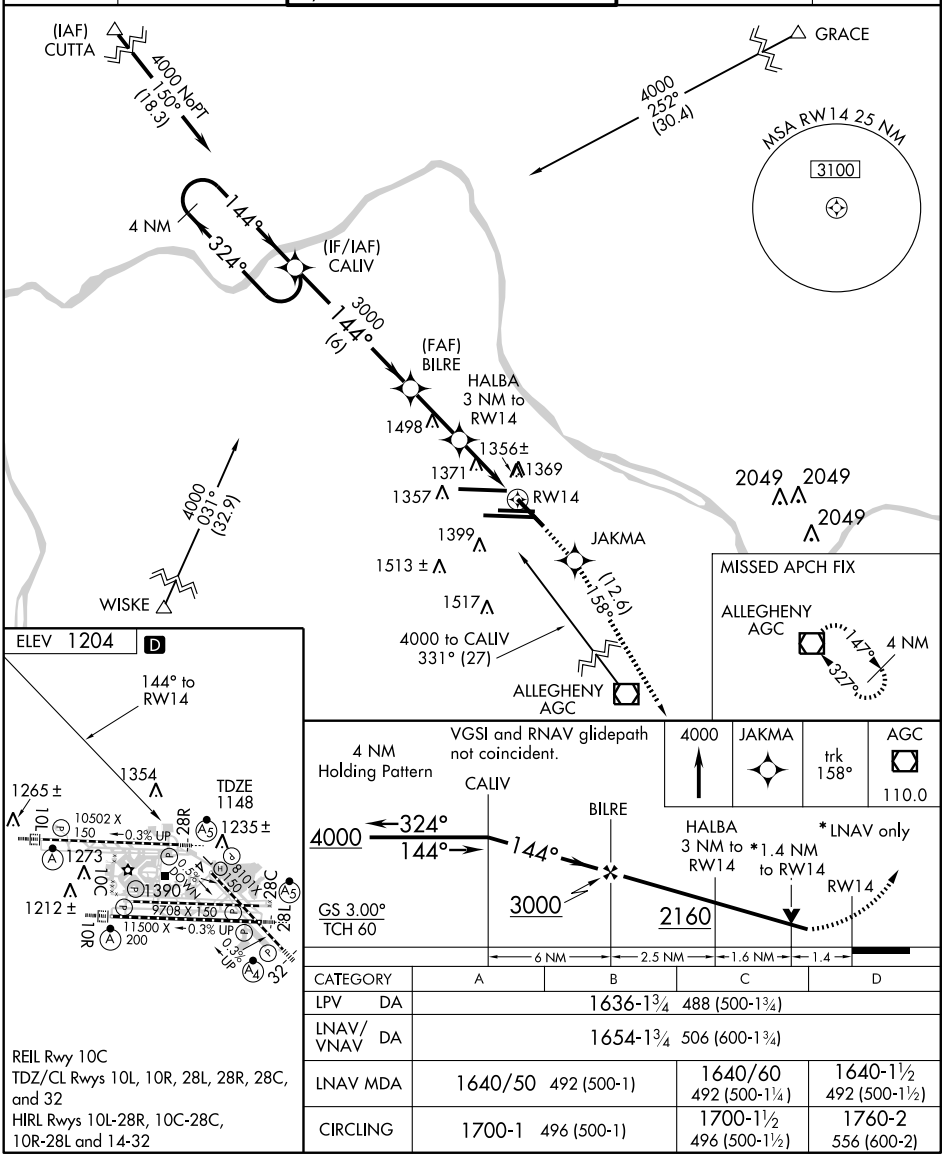
PITTSBURGH INTL (PIT)

WAAS	APP CRS		
CH 77526 W14A	144°	Rwy Idg	8101
		TDZE	1148
		Apt Elev	1204

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



CATEGORY	A	B	C	D
LPV DA	1636-1¾ 488 (500-1¾)			
LNAV/VNAV DA	1654-1¾ 506 (600-1¾)			
LNAV MDA	1640/50 492 (500-1)		1640/60 492 (500-1¼)	1640-1½ 492 (500-1½)
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **90126**	**100°**	Rwy Idg	**9708**
W10A		TDZE	**1141**
		Apt Elev	**1203**

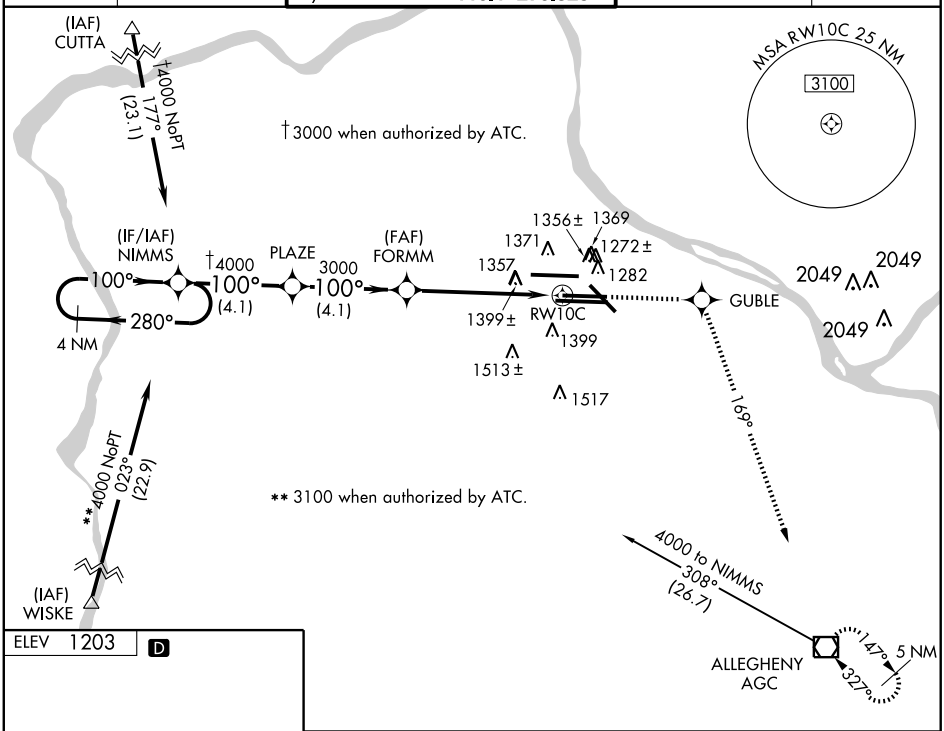
RNAV (GPS) Y RWY 10C

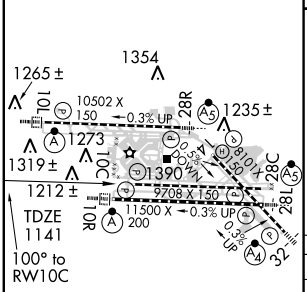
PITTSBURGH INTL (PIT)

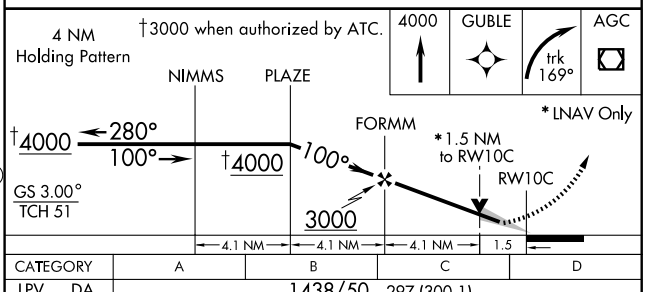
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR **127.25**	**123.95 360.8**	Rwys 10L-28R	**128.3 291.7**	SOUTH **121.9 348.6**	**126.75 353.7**
DEP **135.9**		Rwys 10C-28C, 14-32	**135.025 270.325**	NORTH **127.8 348.6**	
		Rwy 10R-28L	**119.1 270.325**		







CATEGORY	A	B	C	D
LPV DA	1438/50 297 (300-1)			
LNAV/VNAV DA	1634-1¾ 493 (500-1¾)			
LNAV MDA	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11500
CH 86226	100°	TDZE	1135
W10D		Apt Elev	1203

RNAV (GPS) Y RWY 10R

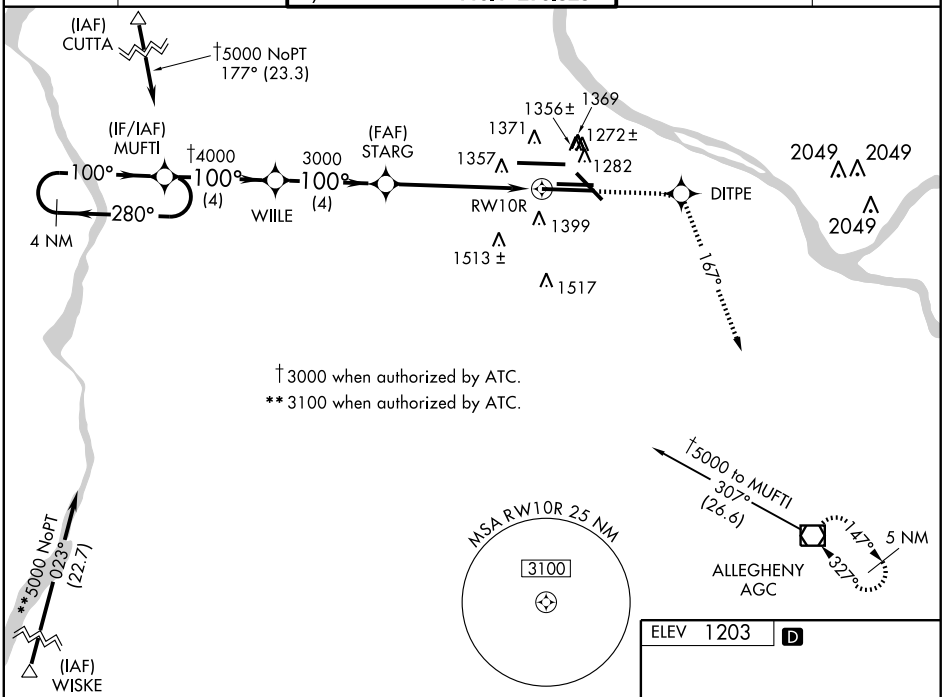
PITTSBURGH INTL (PIT)

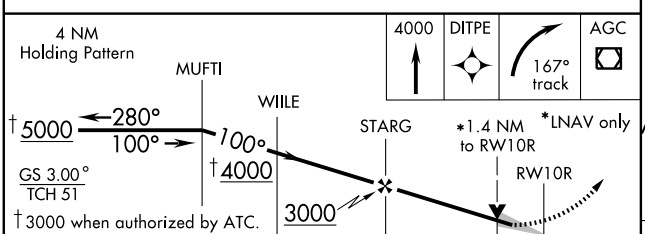
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

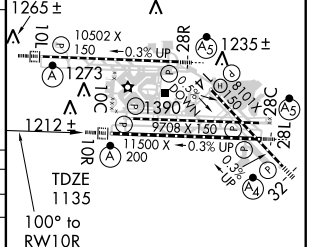
ALSF-2

MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1443/24 308 (400-½)			
LNAV/VNAV DA	1658/60 523 (600-1¼)			
LNAV MDA	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS		
CH 45527	280°	Rwy Idg	9708
W28A		TDZE	1134
		Apt Elev	1203

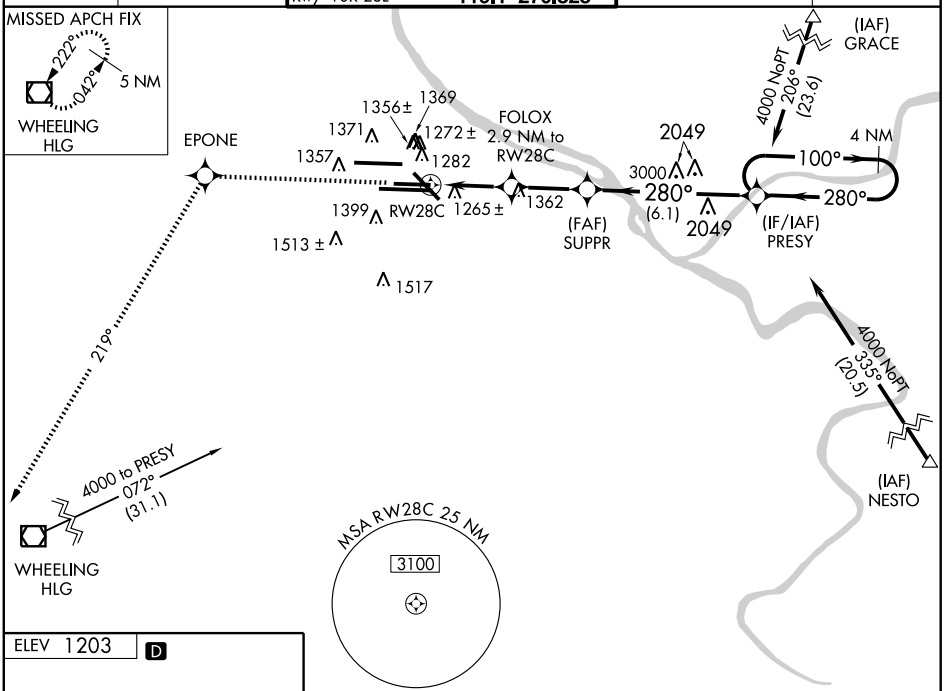
RNAV (GPS) Y RWY 28C

PITTSBURGH INTL (PIT)

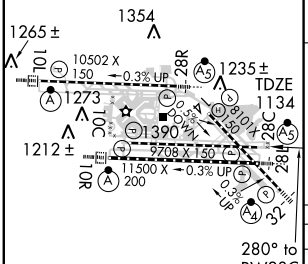
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

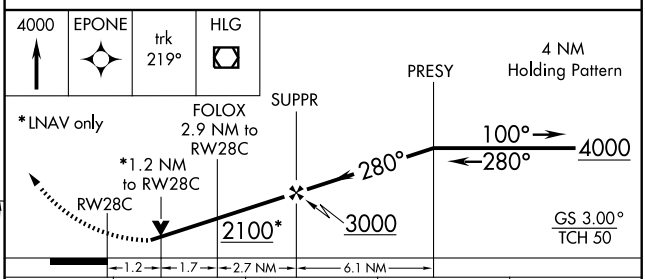
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1471/60 337 (300-1¼)			
LNAV/VNAV DA	1545-1½ 411 (400-1½)			
LNAV MDA	1580/50 446 (400-1)		1580/60 446 (400-1¼)	1580-1½ 446 (400-1½)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **97326**	**280°**	Rwy Idg	**11500**
W28B		TDZE	**1125**
		Apt Elev	**1203**

RNAV (GPS) Y RWY 28L

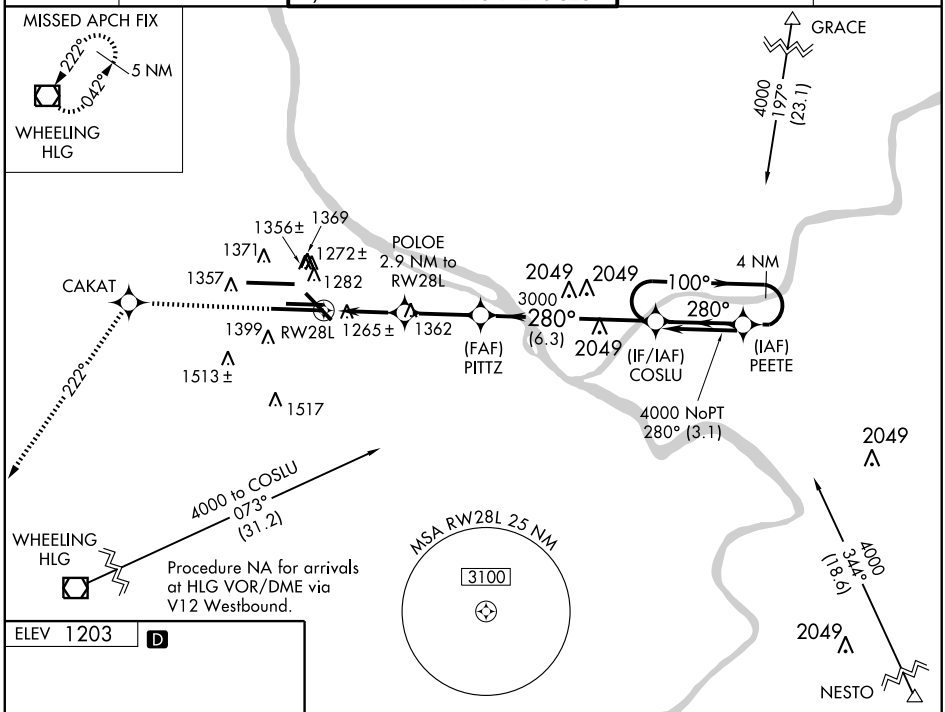
PITTSBURGH INTL (PIT)

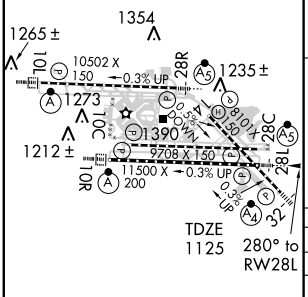
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

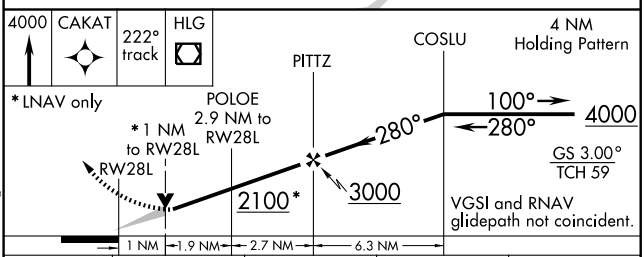
MALSR

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR **127.25**	**123.95 360.8**	Rwys 10L-28R	**128.3 291.7**	SOUTH **121.9 348.6**	**126.75 353.7**
DEP **135.9**		Rwys 10C-28C, 14-32	**135.025 270.325**	NORTH **127.8 348.6**	
		Rwy 10R-28L	**119.1 270.325**		







CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-¾)			
LNAV/VNAV DA	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-½)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 40027	280°	Rwy Idg	10102
W28D		TDZE	1174
		Apt Elev	1203

RNAV (GPS) Y RWY 28R

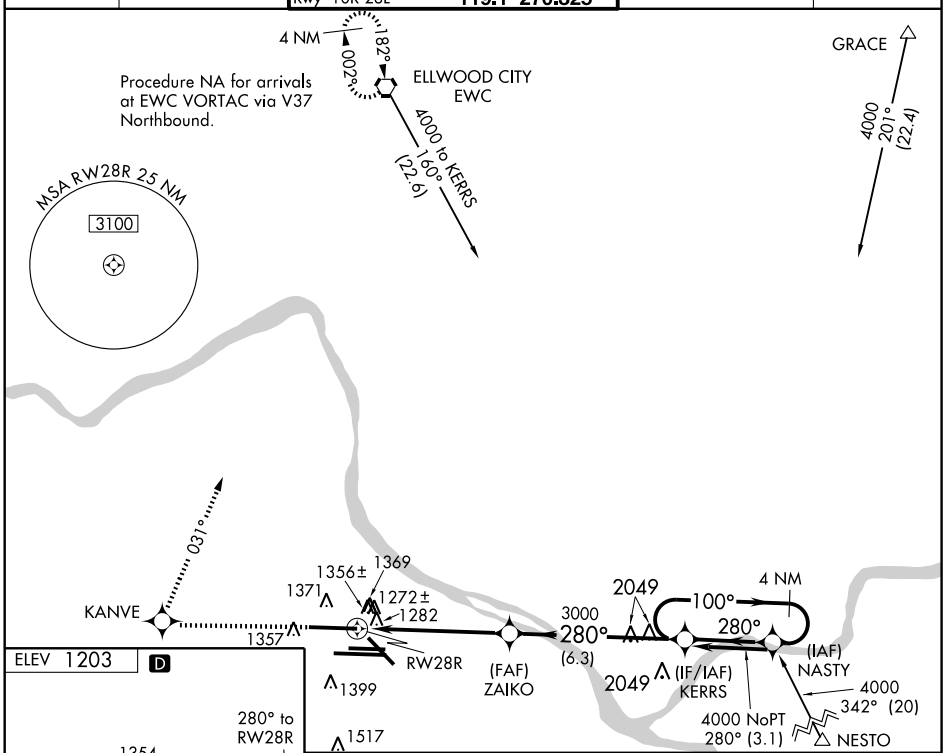
PITTSBURGH INTL (PIT)

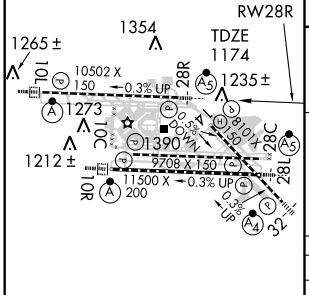
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

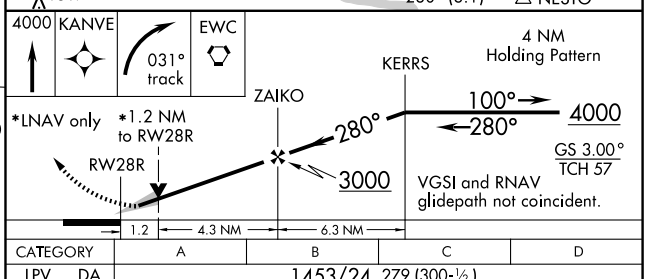
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1453/24 279 (300-½)			
LNAV/VNAV DA	1710/60 536 (600-1¼)			
LNAV MDA	1640/24 466 (500-½)		1640/40 466 (500-¾)	1640/50 466 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 32

PITTSBURGH INTL (PIT)

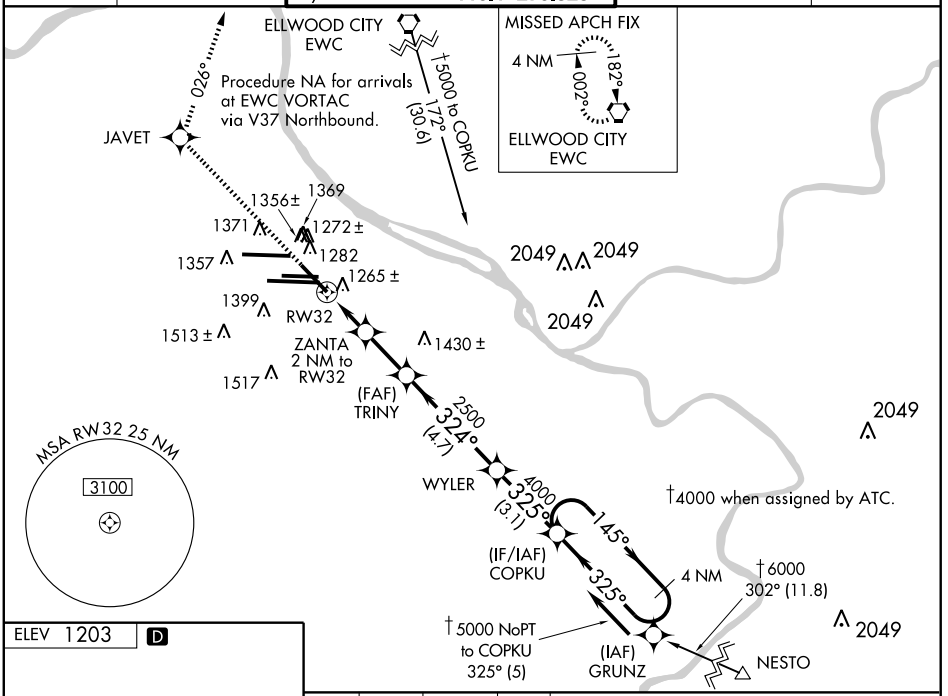
WAAS	APP CRS	Rwy Idg	8101
CH 70326	324°	TDZE	1123
W32A		Apt Elev	1203

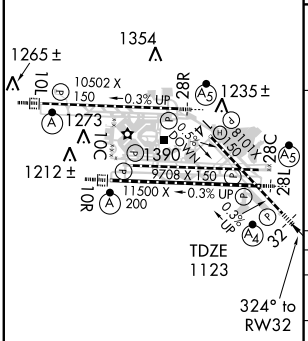
▼ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

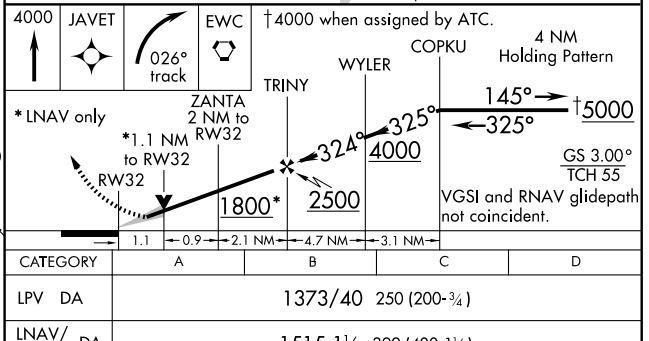
MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
LPV DA	1373/40 250 (200-¾)			
LNAV/VNAV DA	1515-1½ 392 (400-1½)			
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

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APP CRS	Rwy Idg	9708
100°	TDZE	1141
	Apt Elev	1203

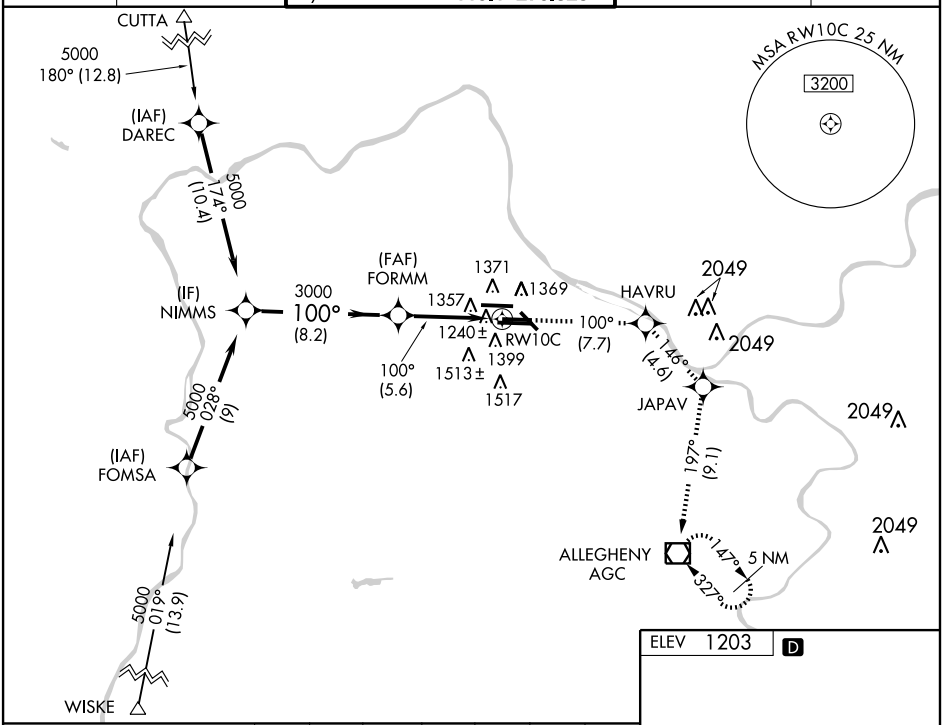
RNAV (RNP) Z RWY 10C

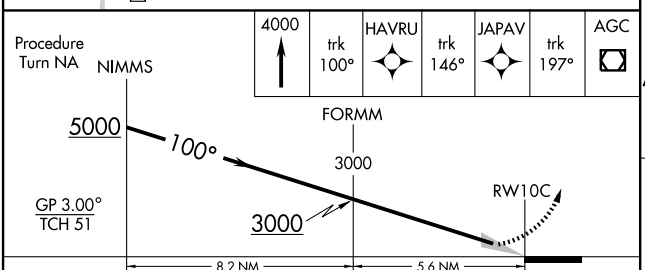
PITTSBURGH INTL (PIT)

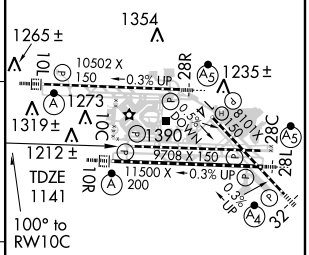
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH 121.9 348.6		
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH 127.8 348.6		126.75 353.7
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
RNP 0.11 DA	1540-1½	399 (400-1½)		
RNP 0.20 DA	1566-1½	425 (400-1½)		
RNP 0.30 DA	1669-1¾	528 (500-1¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11500
100°	TDZE	1135
	Apt Elev	1203

RNAV (RNP) Z RWY 10R

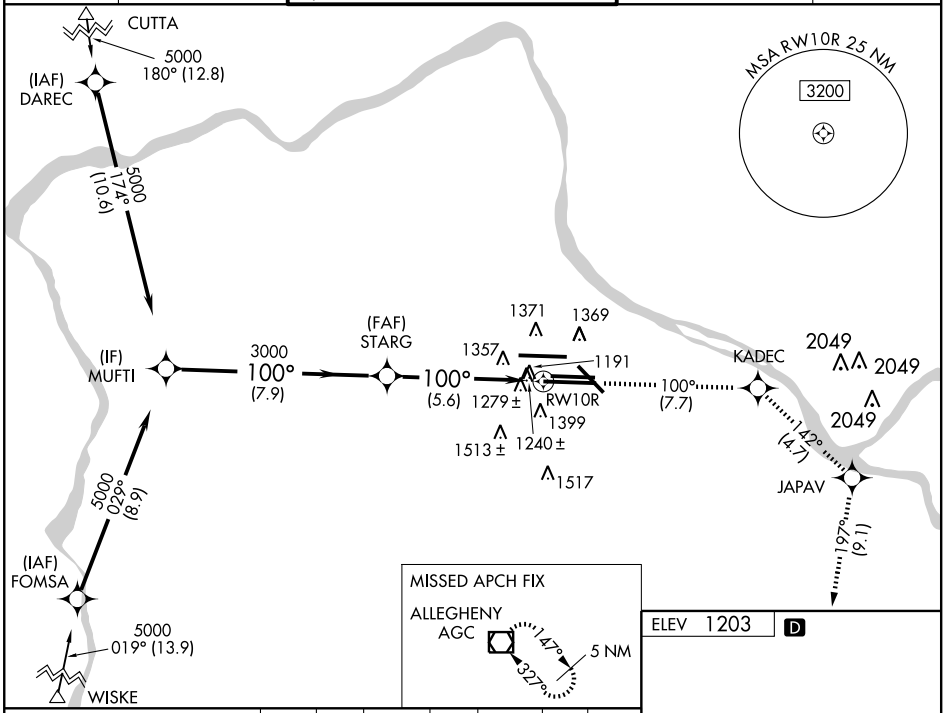
PITTSBURGH INTL (PIT)

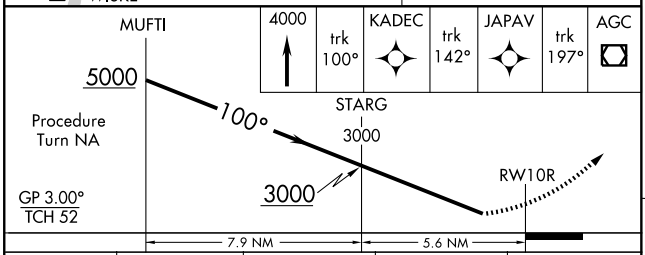
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

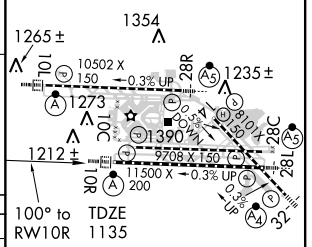
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			





CATEGORY	A	B	C	D
RNP 0.14 DA	1511/40 376 (400-¾)			
RNP 0.20 DA	1558/50 423 (400-1)			
RNP 0.30 DA	1745-1¾ 610 (600-1¾)			

ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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APP CRS		
280°	Rwy Idg	9708
	TDZE	1134
	Apt Elev	1203

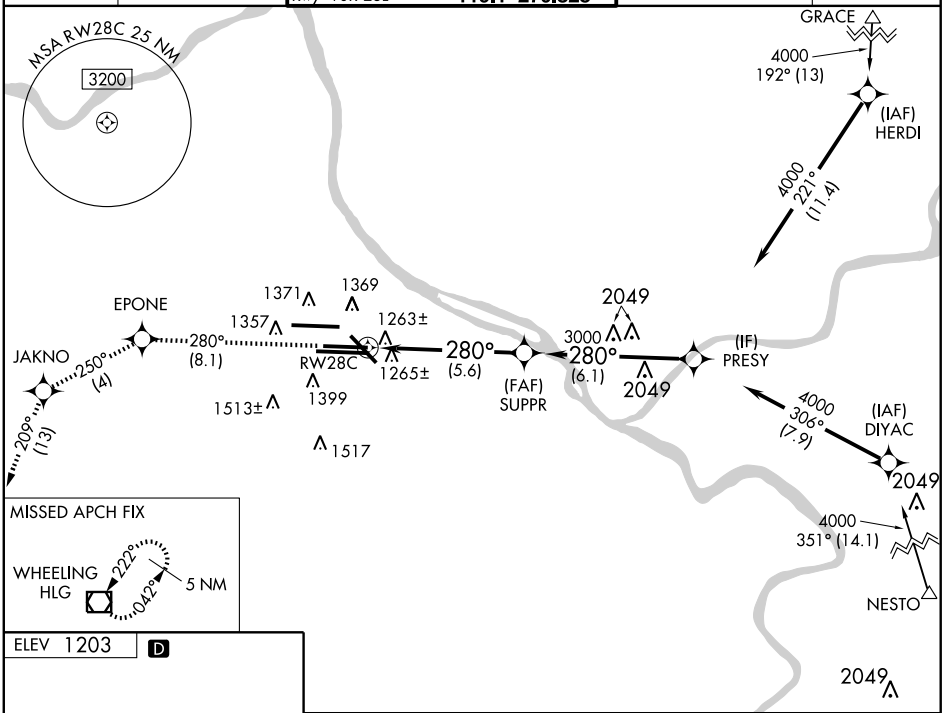
RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

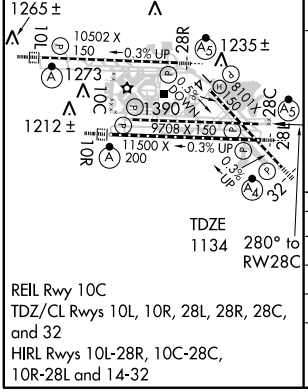
MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



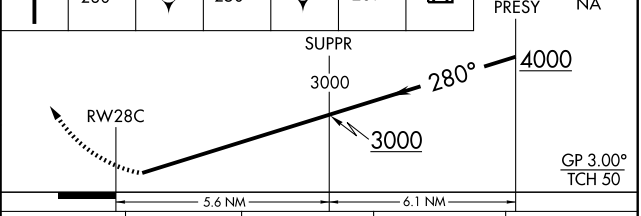
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010



4000	trk 280°	EPONE	trk 250°	JAKNO	trk 209°	HLG

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.14 DA		1527/60	393 (400-1¼)	
RNP 0.16 DA		1531-1½	397 (400-1½)	
RNP 0.30 DA		1576-1½	442 (400-1½)	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11500
280°	TDZE	1125
	Apt Elev	1203

RNAV (RNP) Z RWY 28L

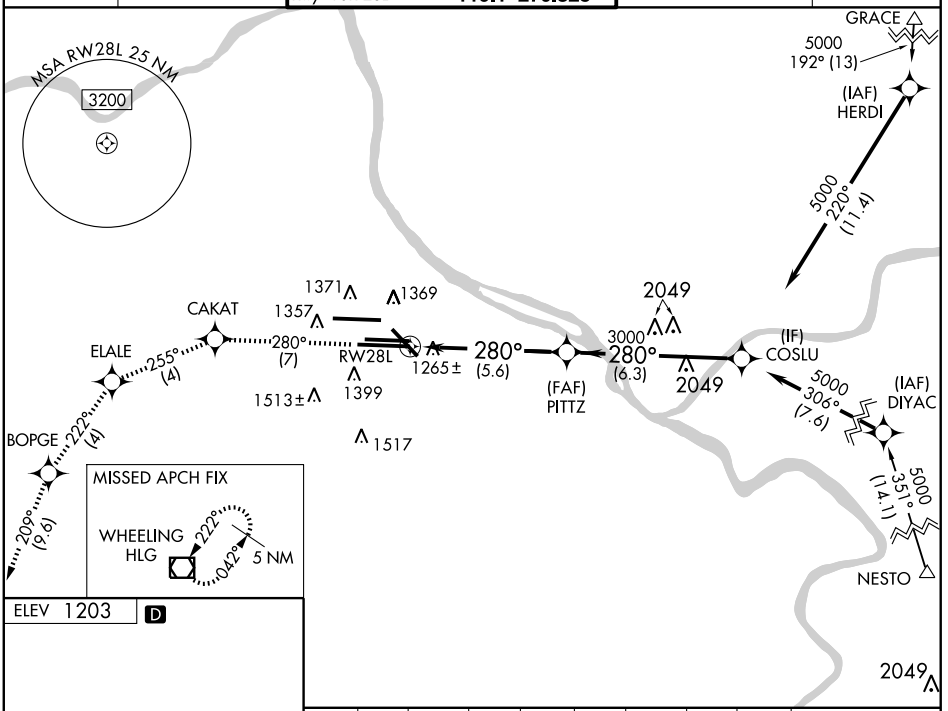
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

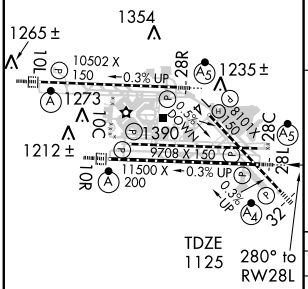
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1203 D

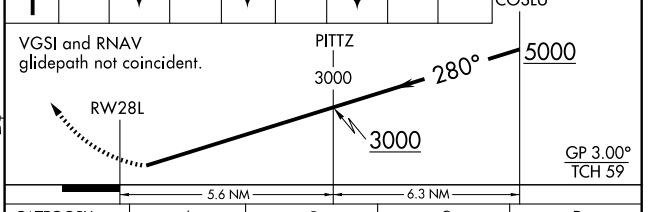


REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 280°	CAKAT	trk 255°	ELALE	trk 222°	BOPGE	trk 209°	HLG

Procedure Turn NA

COSLU



CATEGORY	A	B	C	D
RNP 0.13 DA	1524/50		399 (400-1)	
RNP 0.30 DA	1569/50		444 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

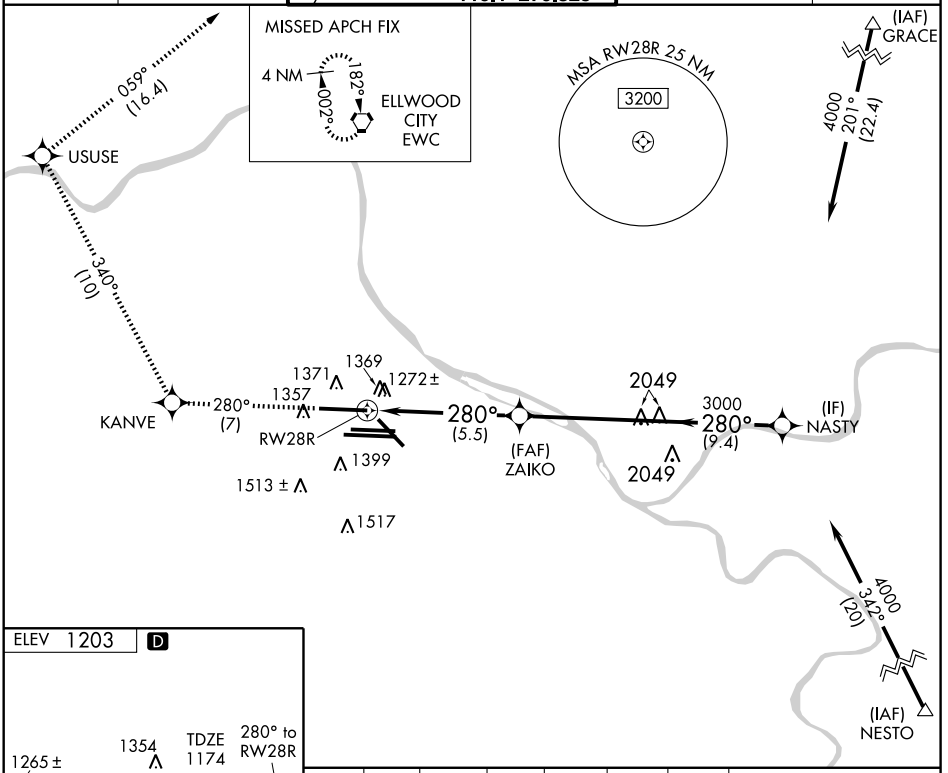
APP CRS	Rwy Idg	10102
280°	TDZE	1174
	Apt Elev	1203

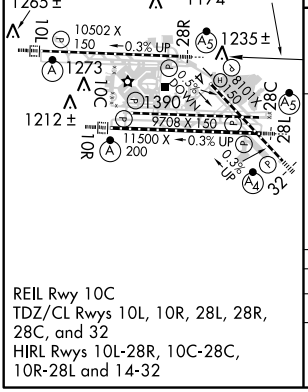
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

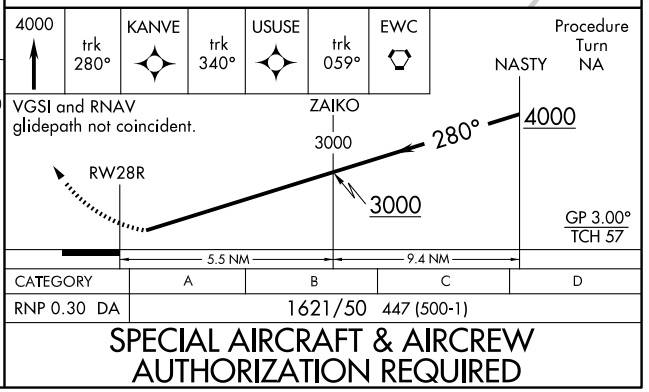
MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
RNP 0.30 DA	1621/50 447 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

APP CRS	Rwy Idg	8101
324°	TDZE	1123
	Apt Elev	1203

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

4 NM 182° 200° ELLWOOD CITY EWC

ASIWU 034° (13.2) 354° (3.5) JAVET 324° (7.7) (FAF) TRINY 325° (7.9) (IF) COPKU 325° (5) (IAF) GRUNZ 4000 302° (11.8) NESTO

MSA RW32 25 NM 3200

1371 1369 1357 1513± 1399 1096± RW32 1517 2049 2049 2049 2500 4000

ELEV 1203 D

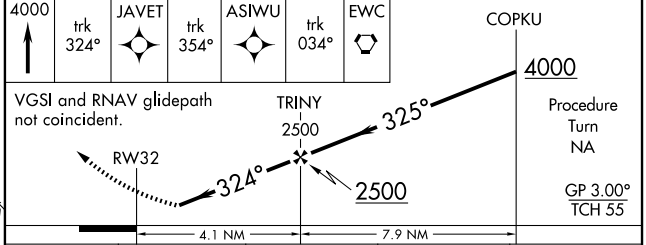
1354 1265± 1235± 1273 1390 1212± 10502 X 150 0.3% UP 9708 X 150 11500 X 200 0.3% UP 8101 X 150 0.3% UP 10L 10C 10R 28R 28C 28L 32 TDZE 1123

324° to RW32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 324°	JAVET	trk 354°	ASIWU	trk 034°	EWC

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA	1411/50 288 (300-1)			
RNP 0.13 DA	1433/50 310 (300-1)			
RNP 0.30 DA	1504/50 381 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010

POTTSTOWN

POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

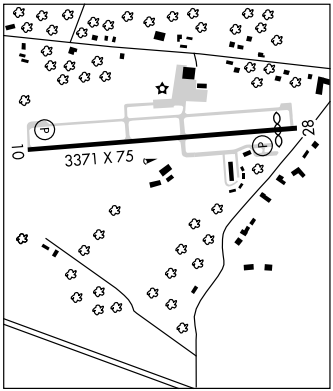
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I–PTW Rwy 28. LOC only.



POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

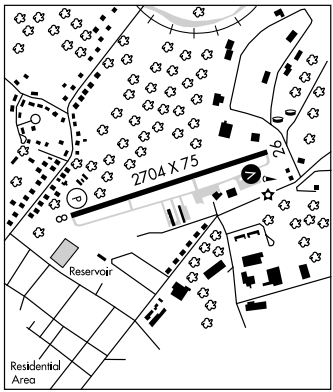
AIRPORT REMARKS: Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



APP CRS	Rwy Idg	2704
259°	TDZE	256
	Apt Elev	256

RNAV (GPS) RWY 26

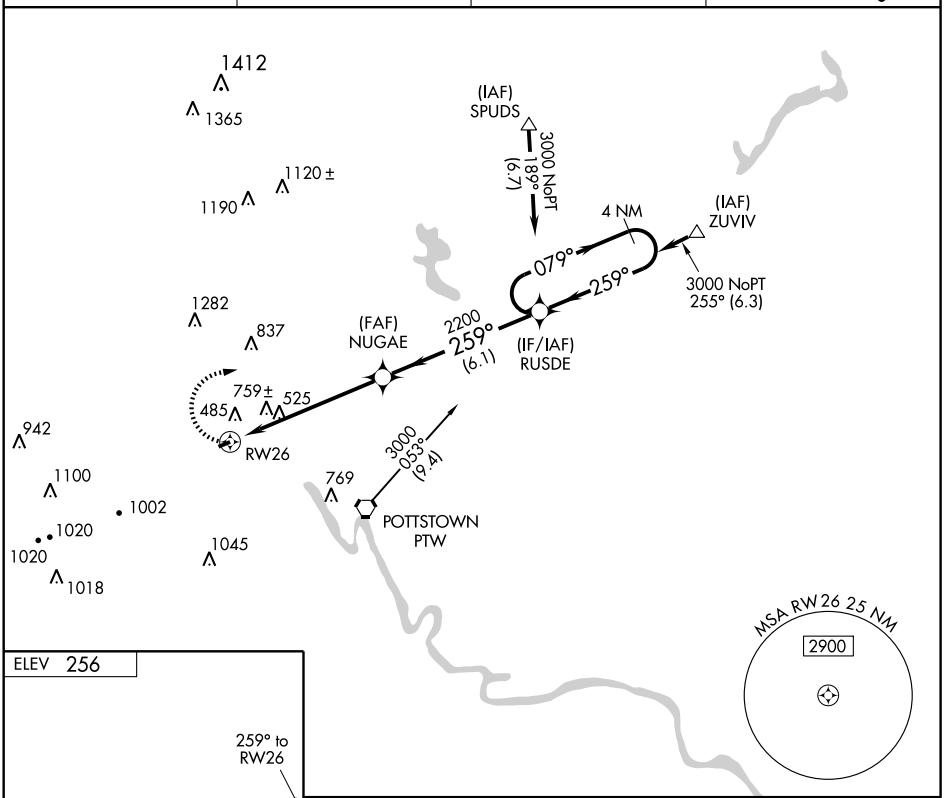
POTTSTOWN MUNI (N47)

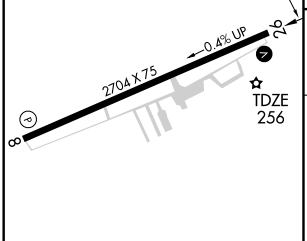
NA

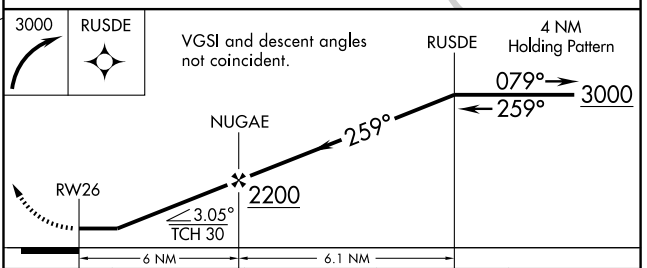
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

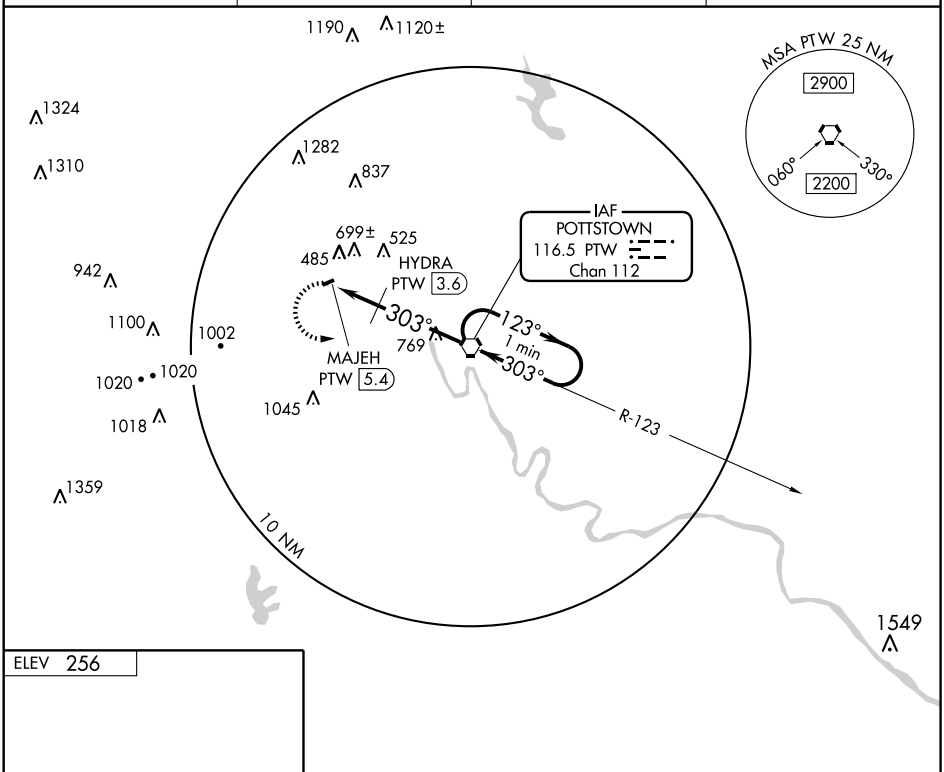
VORTAC PTW 116.5 Chan 112	APP CRS 303°	Rwy Idg N/A TDZE N/A Apt Elev 256

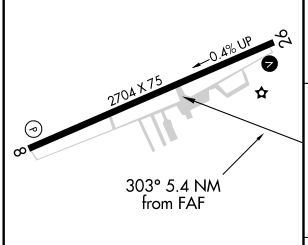
VOR-B
POTTSTOWN MUNI (N47)

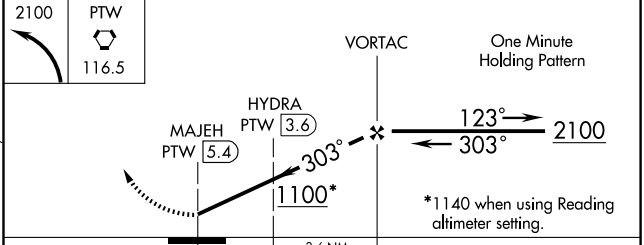
T NA Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







REIL Rwys 8 and 26 L
MIRL Rwy 8-26

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1¼ 844 (900-1¼)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1¼ 764 (800-1¼)	1080-2¼ 824 (900-2¼)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

POTTSTOWN

POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

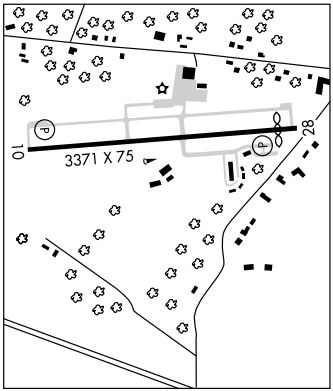
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I–PTW Rwy 28. LOC only.



POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

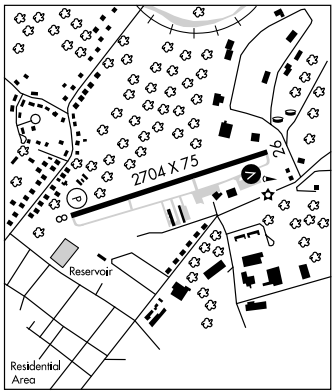
AIRPORT REMARKS: Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



APP CRS	Rwy Idg	3371
096°	TDZE	309
	Apt Elev	309

GPS RWY 10

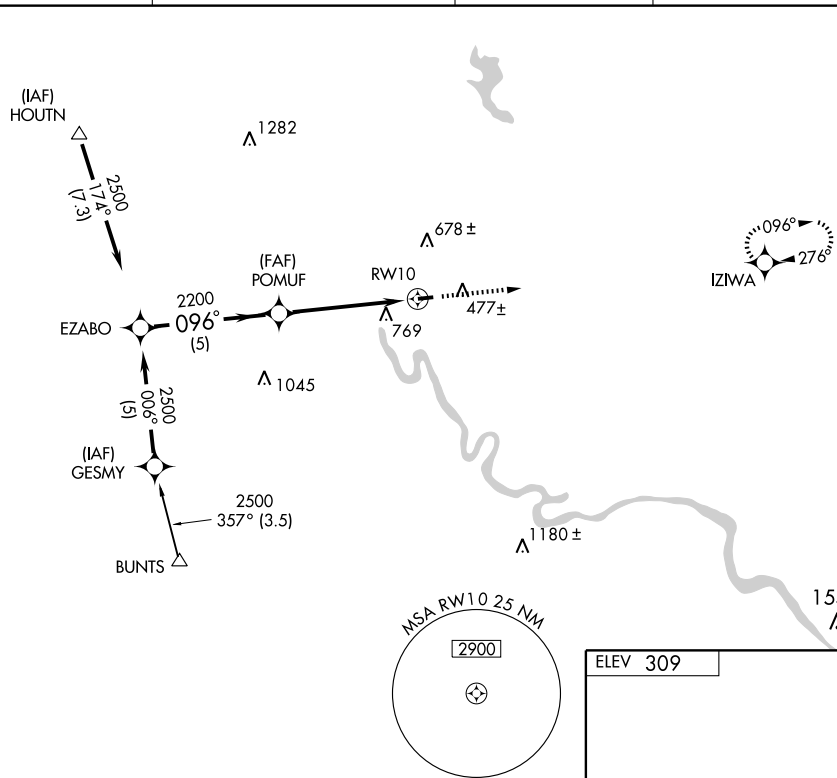
POTTSTOWN/HERITAGE FIELD (PTW)

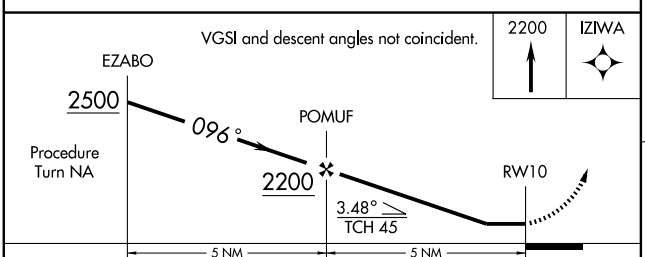
NA

Circling NA south of Rwy 10-28.

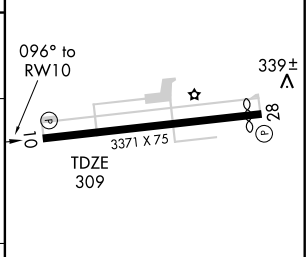
MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)





CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA



MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3171
276°	TDZE	309
	Apt Elev	309

GPS RWY 28

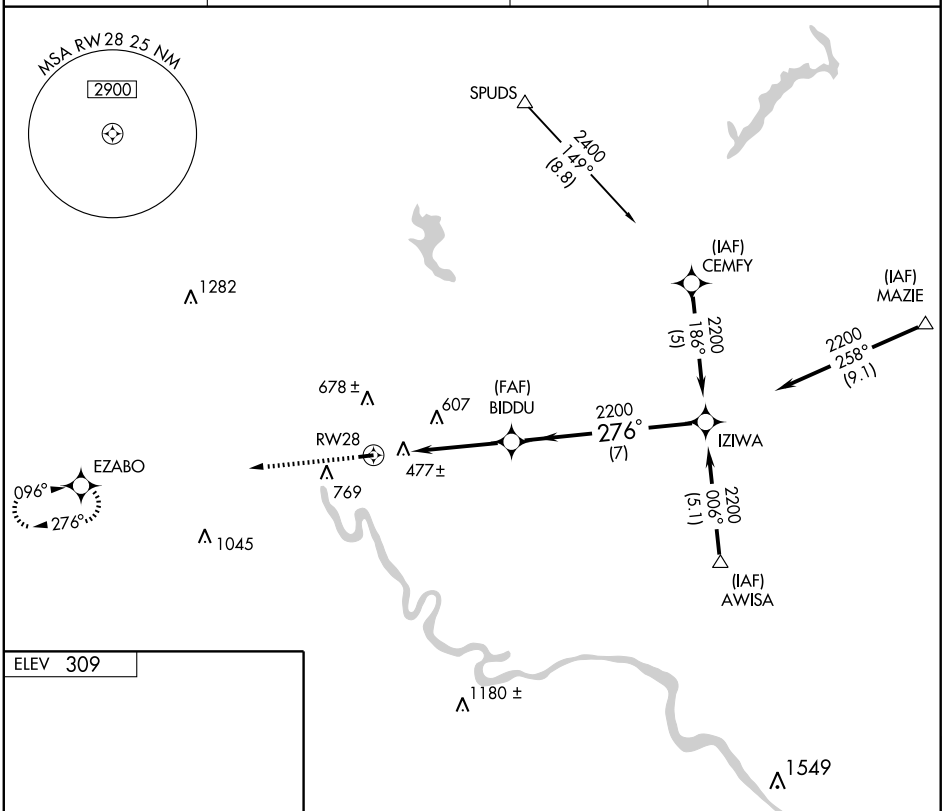
POTTSTOWN/HERITAGE FIELD (PTW)

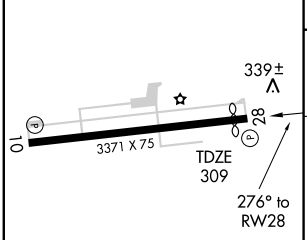
NA

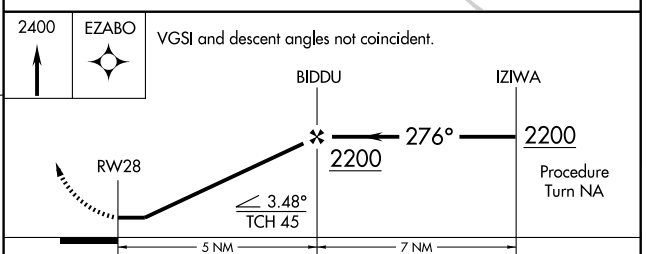
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA
CIRCLING	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PTW	APP CRS	Rwy Idg	3171
108.3	276°	TDZE	309
		Apt Elev	309

LOC RWY 28

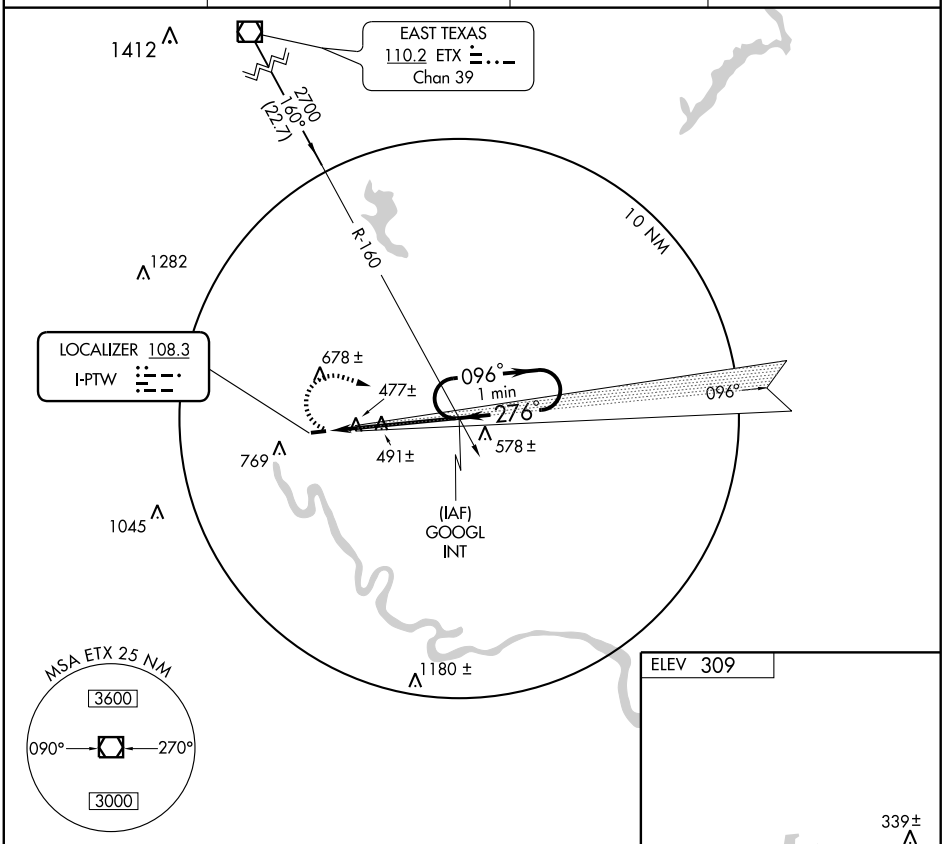
POTTSTOWN/ HERITAGE FIELD (PTW)

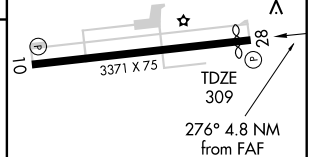
NA

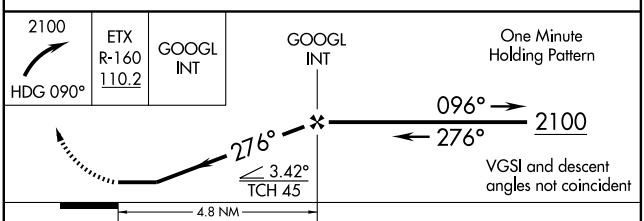
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	760-1	451 (500-1)	760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1	551 (600-1)	860-1½ 551 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 309

VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

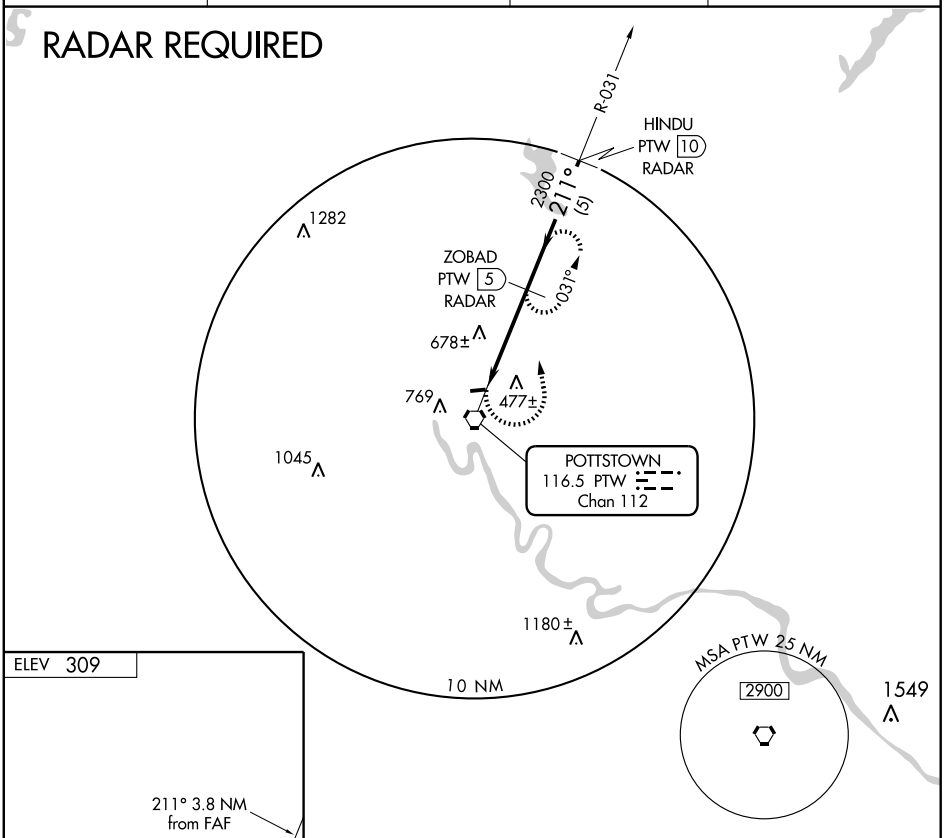
NA

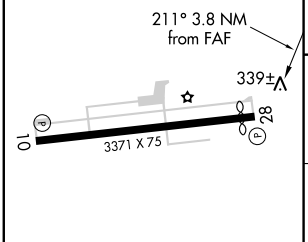
Circling NA southwest of Rwy 10-28.

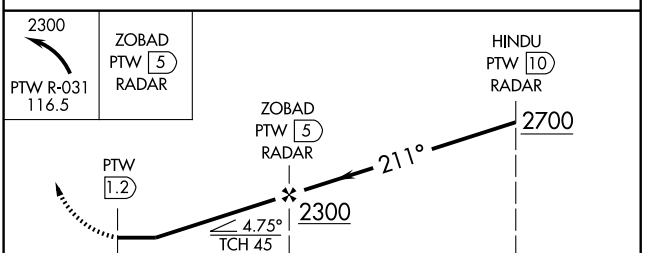
MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)

RADAR REQUIRED







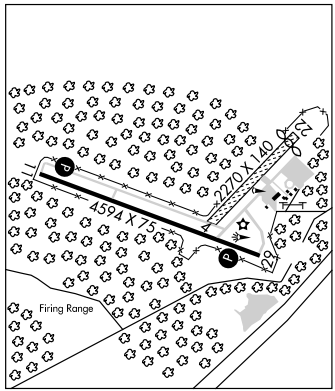
CATEGORY	A	B	C	D
CIRCLING	940-1 631 (700-1)		940-1¾ 631 (700-1¾)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

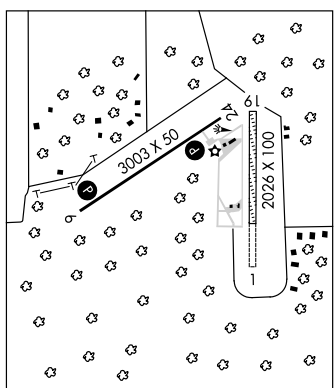
POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
RWY 11–29: H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
RWY 11: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 04–22: 2270X140 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 200′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.57 (570) 544–2778.
COMMUNICATIONS: CTAF/UNICOM 122.8
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



PUNXSUTAWNEY MUNI (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**

1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RWY 01–19: 2026X100 (TURF–GRVL) MIRL
RWY 01: REIL. Trees. **RWY 19:** REIL. Road.
AIRPORT REMARKS: Unattended. Fuel self–serve with credit card. Birds; deer and woodchuck on and invof arpt. Rwy 01–19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEVELAND CENTER APP/DEP CON 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



WAAS	APP CRS	Rwy Idg	4594
CH 61214	110°	TDZE	1729
W11A		Apt Elev	1729

RNAV (GPS) RWY 11

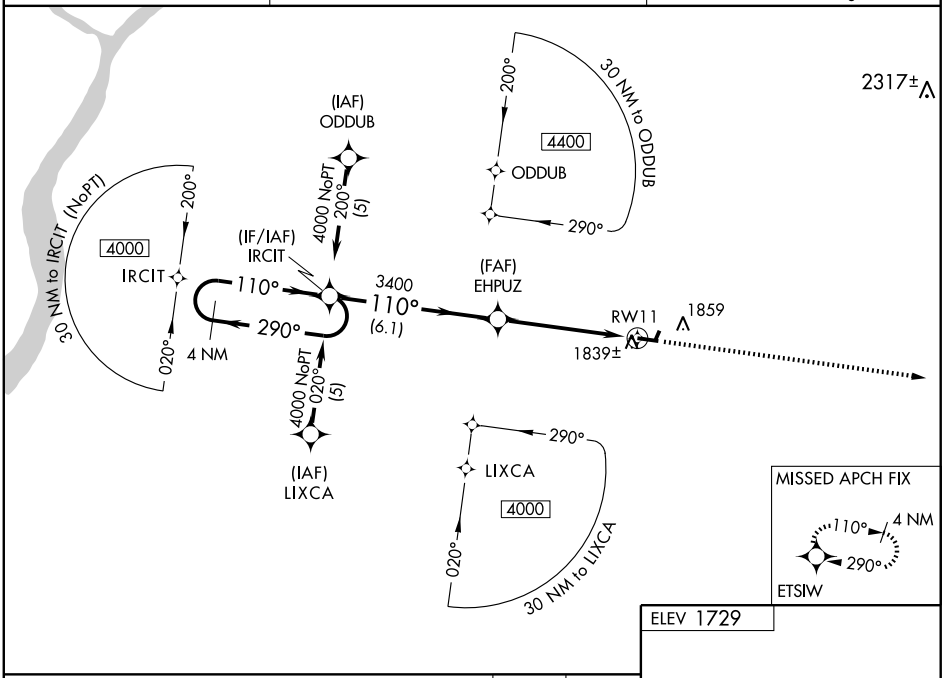
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

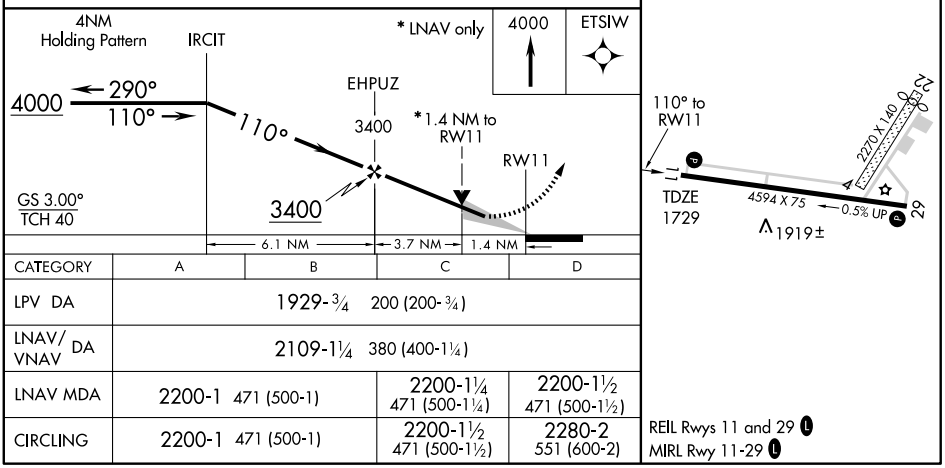
T NA

Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat B ¼ mile and Cat C and Cat D 1 mile, and increase circling Cat B ¼ mile and Cat C and Cat D ¾ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1929-¾ 200 (200-¾)			
LNAV/VNAV DA	2109-1¼ 380 (400-1¼)			
LNAV MDA	2200-1 471 (500-1)		2200-1¼ 471 (500-1¼)	2200-1½ 471 (500-1½)
CIRCLING	2200-1 471 (500-1)		2200-1½ 471 (500-1½)	2280-2 551 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4594
CH 63014	290°	TDZE	1724
W29A		Apt Elev	1729

RNAV (GPS) RWY 29

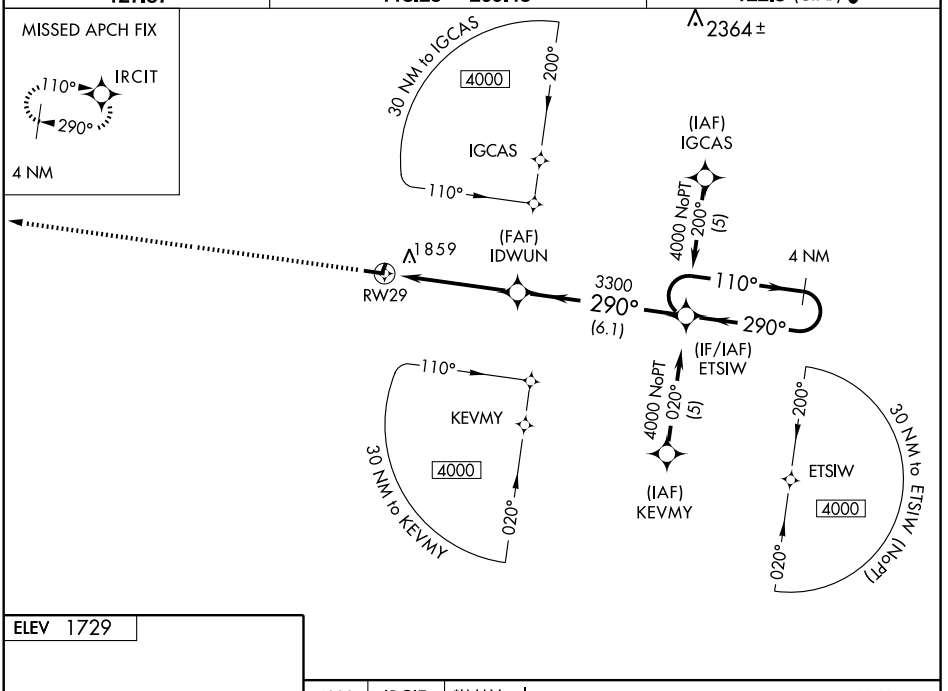
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

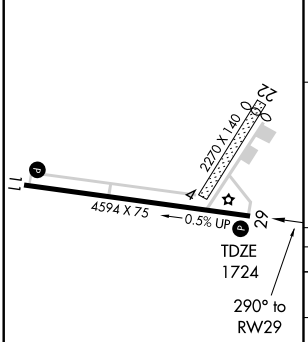
T
A NA

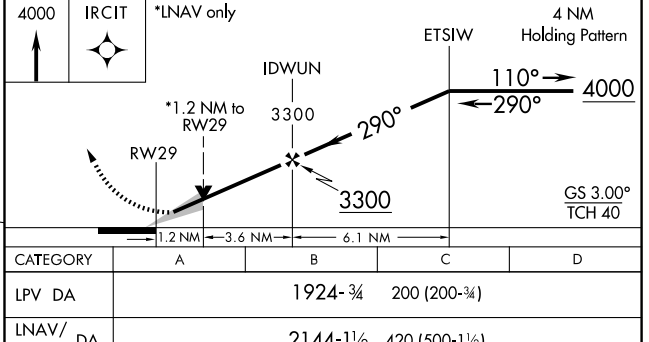
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Cat D visibility 1 mile and increase circling Cat C ½ mile and Cat D ¾ mile.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1924-¾ 200 (200-¾)			
LNAV/VNAV DA	2144-1½ 420 (500-1½)			
LNAV MDA	2120-1 396 (400-1)			2120-1¼ 396 (400-1¼)
CIRCLING	2160-1 431 (500-1)	2180-1 451 (500-1)	2180-1½ 451 (500-1½)	2280-2 551 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RAV 114.6 Chan 93	APP CRS 060°	Rwy Idg 2270 TDZE 1716 Apt Elev 1734

VOR or GPS RWY 4

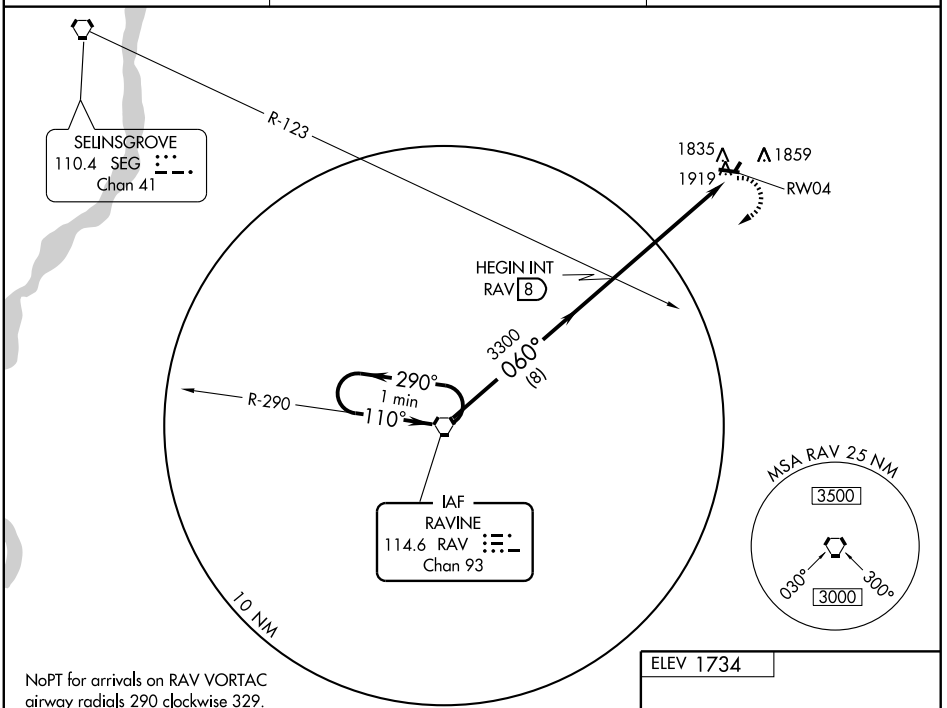
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

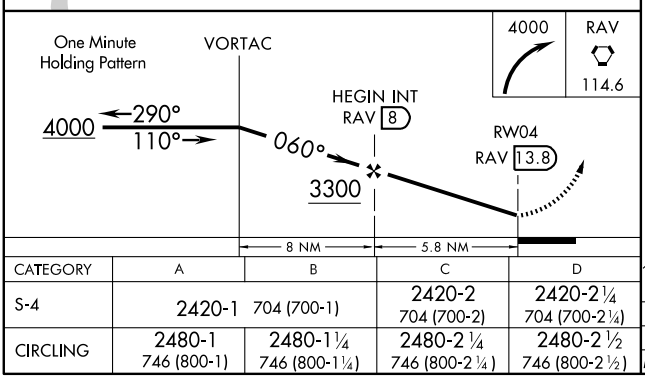
Procedure NA at night.

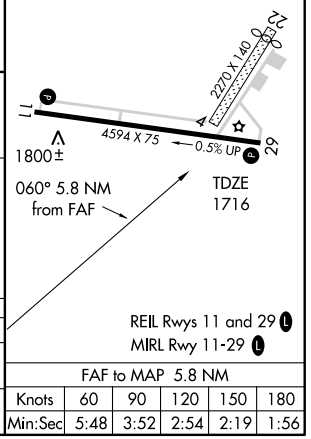
NA

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







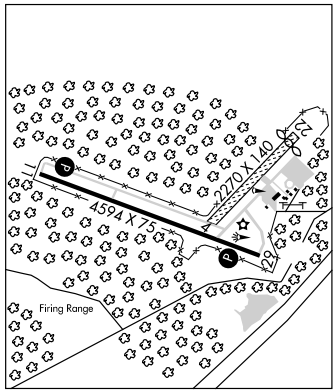
CATEGORY	A	B	C	D
S-4	2420-1 704 (700-1)		2420-2 704 (700-2)	2420-2¼ 704 (700-2¼)
CIRCLING	2480-1 746 (800-1)	2480-1¼ 746 (800-1¼)	2480-2¼ 746 (800-2¼)	2480-2½ 746 (800-2½)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

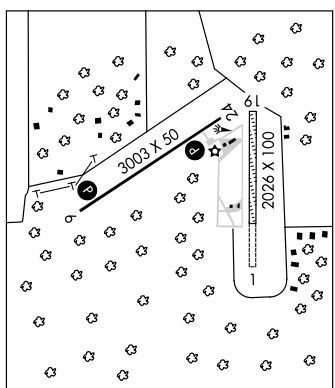
POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
RWY 11–29: H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
RWY 11: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 04–22: 2270X140 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 200′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.57 (570) 544–2778.
COMMUNICATIONS: CTAF/UNICOM 122.8
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



PUNXSUTAWNEY MUNI (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**

1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RWY 01–19: 2026X100 (TURF–GRVL) MIRL
RWY 01: REIL. Trees. **RWY 19:** REIL. Road.
AIRPORT REMARKS: Unattended. Fuel self–serve with credit card. Birds; deer and woodchuck on and invof arpt. Rwy 01–19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEVELAND CENTER APP/DEP CON 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



RNAV (GPS) RWY 24

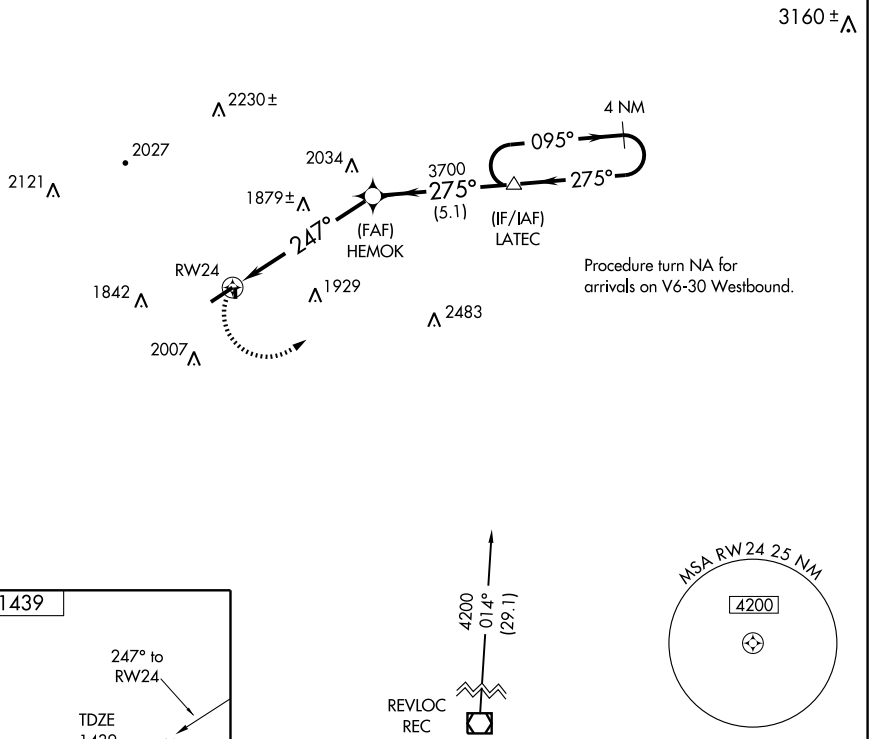
PUNXSUTAWNEY MUNI (N35)

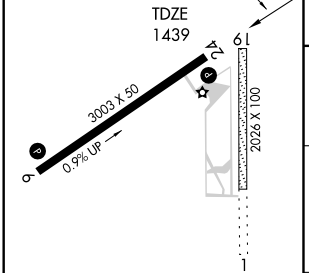
APP CRS	Rwy Idg	3003
247°	TDZE	1439
	Apt Elev	1439

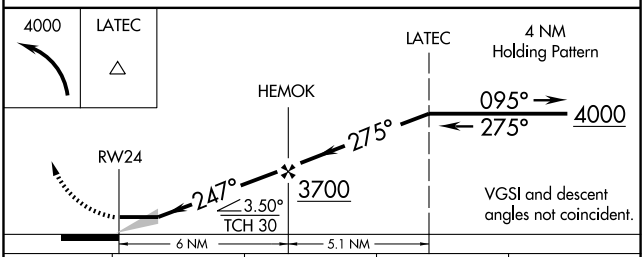
Use Indiana Co-Jimmy Stewart Fld altimeter setting.
Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

JIMMY STEWART FIELD AWOS-3 126.625	CLEVELAND CENTER 126.72 291.65	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2160-1	721 (800-1)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	120°	TDZE	N/A
Chan 76		Apt Elev	1439

VOR/DME-A

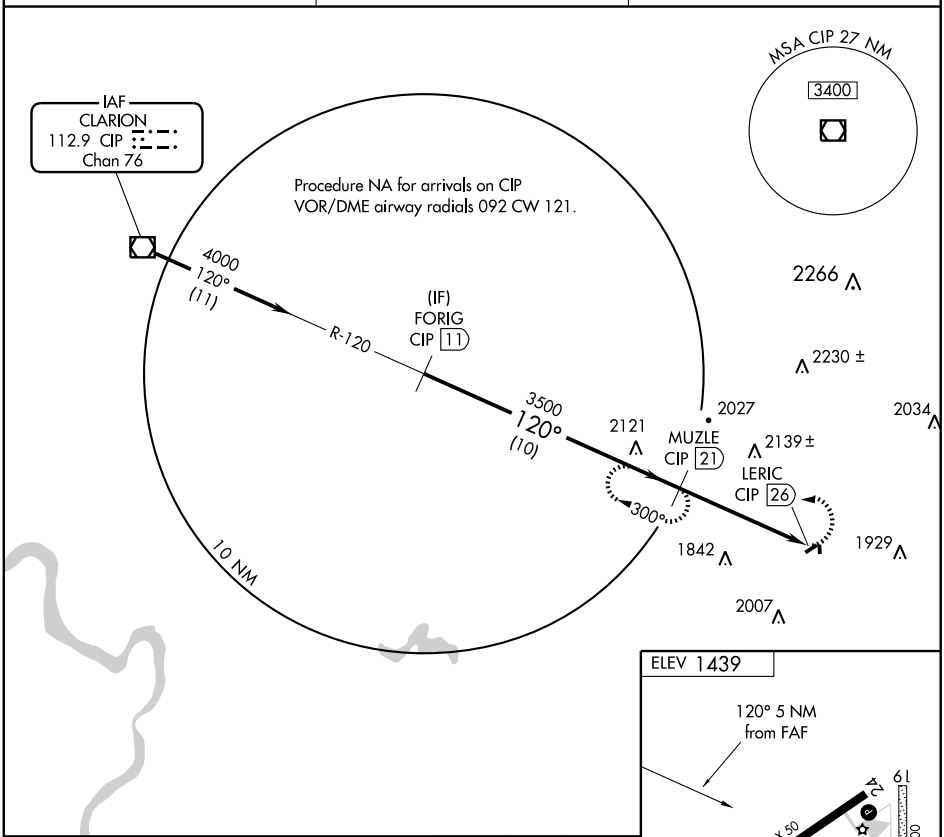
PUNXSUTAWNEY MUNI (N35)

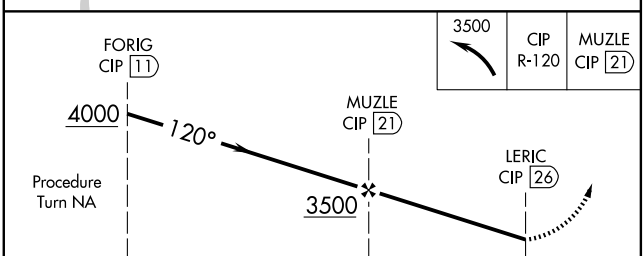
Use Indiana Co-Jimmy Stewart Fld altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

JIMMY STEWART FIELD AWOS-3	CLEVELAND CENTER	UNICOM
126.625	126.72 291.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1021 (1100-1¼)	2460-1½ 1021 (1100-1½)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

QUAKERTOWN (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.7% up W **IAP**
RWY 11: PAPI(P2L)—GA 4.0°. TCH 44′. Trees.
RWY 29: PAPI(P2L)—GA 4.0° TCH 48′. Thld dsplcd 190′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210
AIRPORT REMARKS: Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.475 (215) 538–7610.
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.



RAVINE N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

READING RGNL/CARL A SPAATZ FLD (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12J, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
RWY 13: VASI(V4L)—GA 3.03°TCH 45′. Trees.
RWY 31: REIL. Trees.
RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
RWY 18: VASI(V4L)—GA 3°TCH 55′. Trees.
RWY 36: MALSF. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	5200′
RWY 18	13–31	3050′

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 18:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151
RWY 31:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 36:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151

ARRESTING GEAR/SYSTEM
RWY 13: EMAS



AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡. Sat–Sun 1630–0300Z‡. Birds and deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610–372–4666. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
WEATHER DATA SOURCES: ASOS (610) 372–9863.
COMMUNICATIONS: CTAF 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) **GND CTL** 121.9
AIRSPACE: CLASS D svc effective 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
ILS 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
ILS/DME 110.55 I–VXQ Chan 42Y Rwy 13.

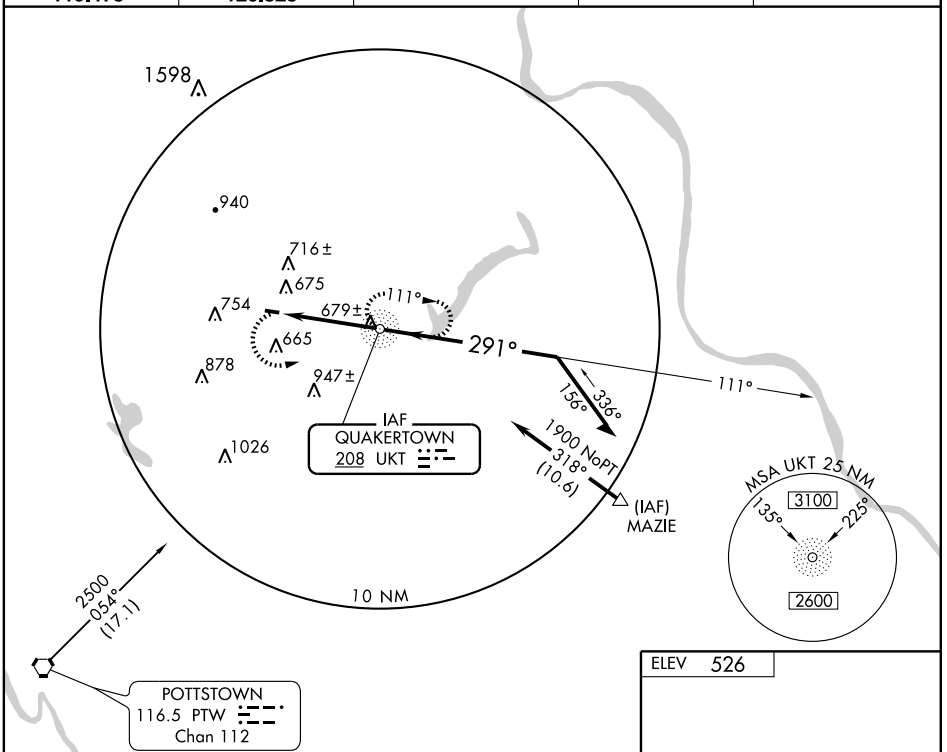
NDB UKT 208	APP CRS 291°	Rwy Idg 3020 TDZE 526 Apt Elev 526

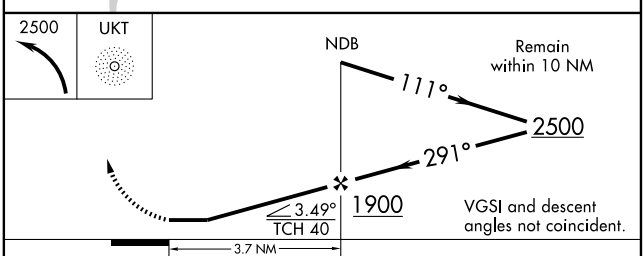
NDB RWY 29
QUAKERTOWN (UKT)

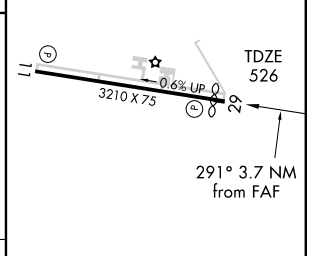
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
S-29	1000-1	474 (500-1)	1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

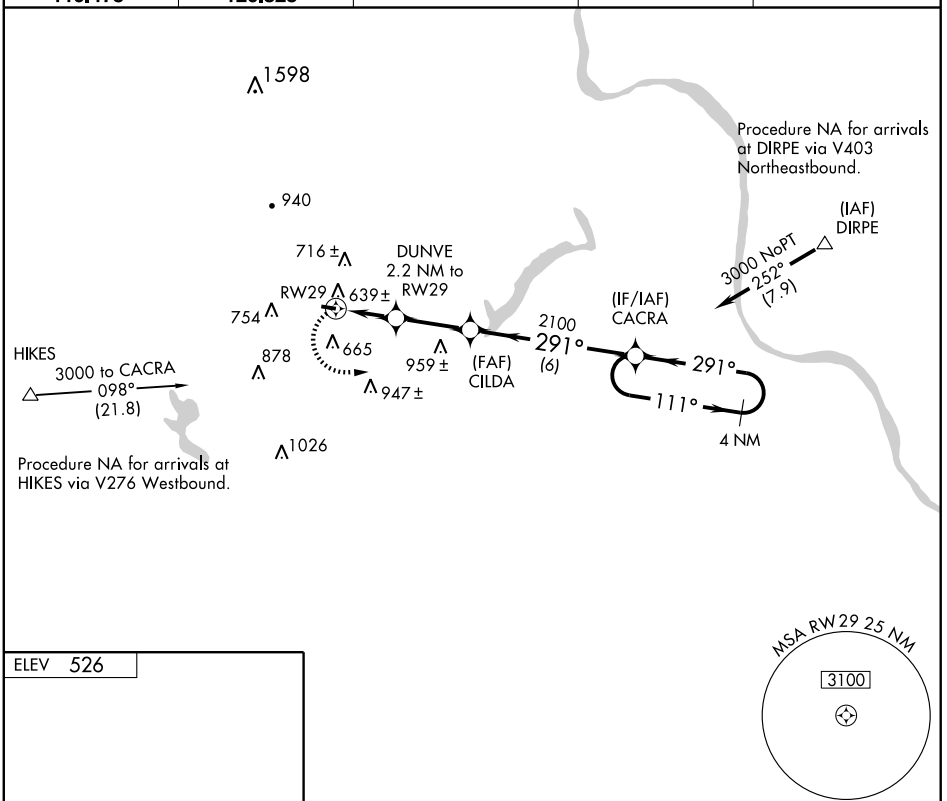
RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

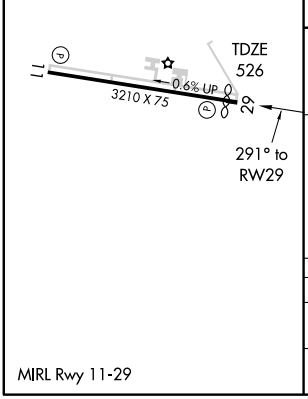
APP CRS	Rwy Idg	3020
291°	TDZE	526
	Apt Elev	526

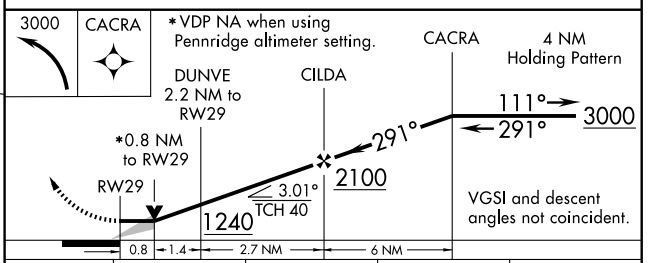
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1 434 (500-1)		960-1¼ 434 (500-1¼)	NA
CIRCLING	1000-1 474 (500-1)		1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

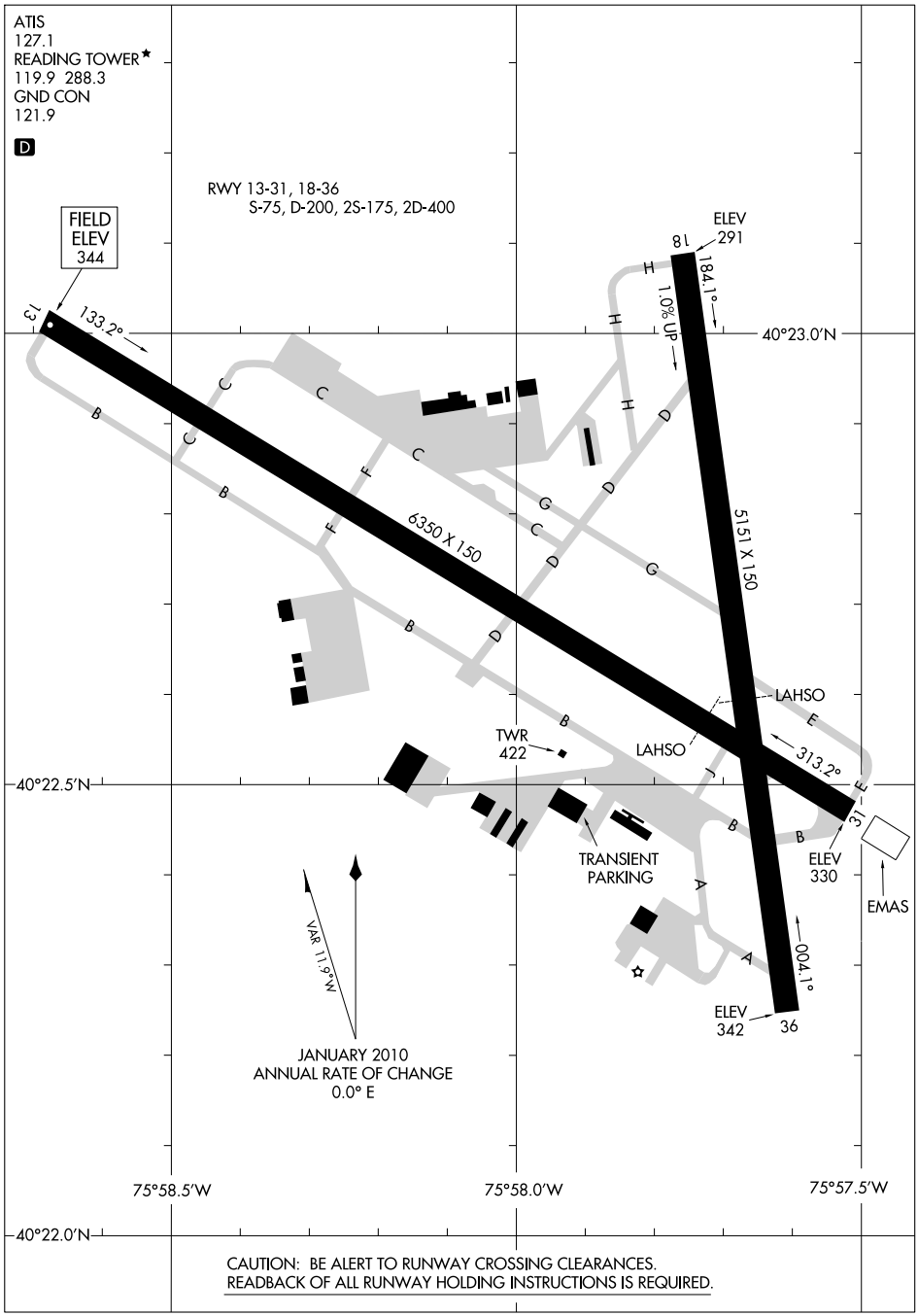
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL /CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

READING, PENNSYLVANIA
READING RGNL /CARL A SPAATZ FIELD (RDG)

QUAKERTOWN (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.7% up W **IAP**
RWY 11: PAPI(P2L)—GA 4.0°. TCH 44′. Trees.
RWY 29: PAPI(P2L)—GA 4.0° TCH 48′. Thld dsplcd 190′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210
AIRPORT REMARKS: Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.475 (215) 538–7610.
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.



RAVINE N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

READING RGNL/CARL A SPAATZ FLD (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12J, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
RWY 13: VASI(V4L)—GA 3.03°TCH 45′. Trees.
RWY 31: REIL. Trees.
RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
RWY 18: VASI(V4L)—GA 3°TCH 55′. Trees.
RWY 36: MALSF. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	5200′
RWY 18	13–31	3050′

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 18:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151
RWY 31:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 36:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151

ARRESTING GEAR/SYSTEM
RWY 13: EMAS



AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡. Sat–Sun 1630–0300Z‡. Birds and deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610–372–4666. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
WEATHER DATA SOURCES: ASOS (610) 372–9863.
COMMUNICATIONS: CTAF 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) **GND CTL** 121.9
AIRSPACE: CLASS D svc effective 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
ILS 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
ILS/DME 110.55 I–VXQ Chan 42Y Rwy 13.

LOC/DME I-VXO	APP CRS	Rwy Idg	6350
110.55	133°	TDZE	344
Chan 42 (Y)		Apt Elev	344

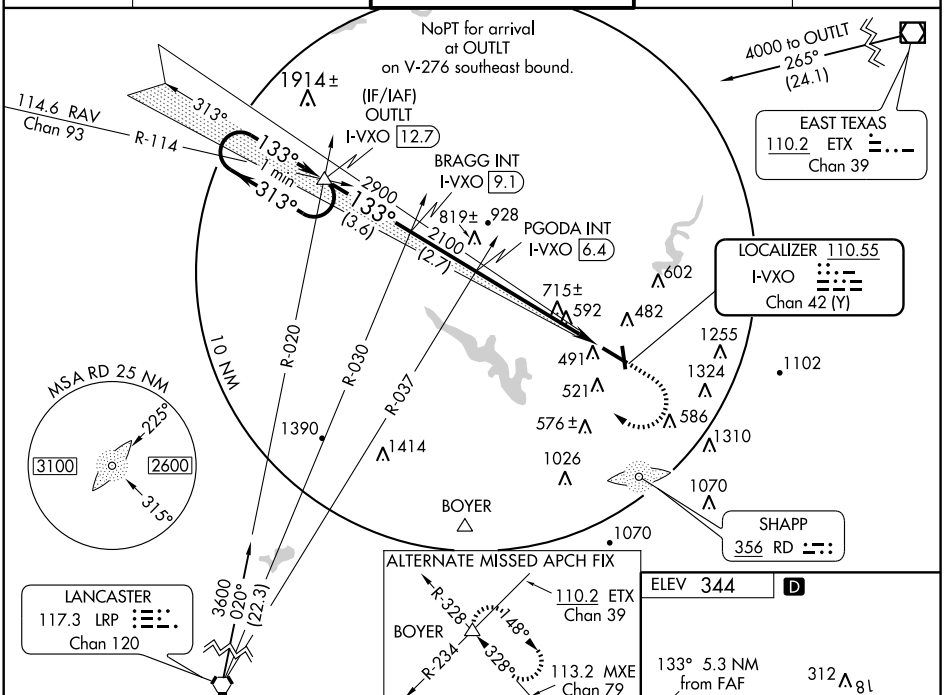
ILS or LOC RWY 13

READING RGNL / CARL A SPAATZ FIELD (RDG)

Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 13	544-¾ 200 (200-¾)		594-¾ 250 (300-¾)	
S-LOC 13	980-1 636 (700-1)		980-1¾ 636 (700-1¾)	980-2 636 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-RDG	APP CRS	Rwy Idg	5151
109.5	004°	TDZE	343
		Apt Elev	344

ILS or LOC RWY 36

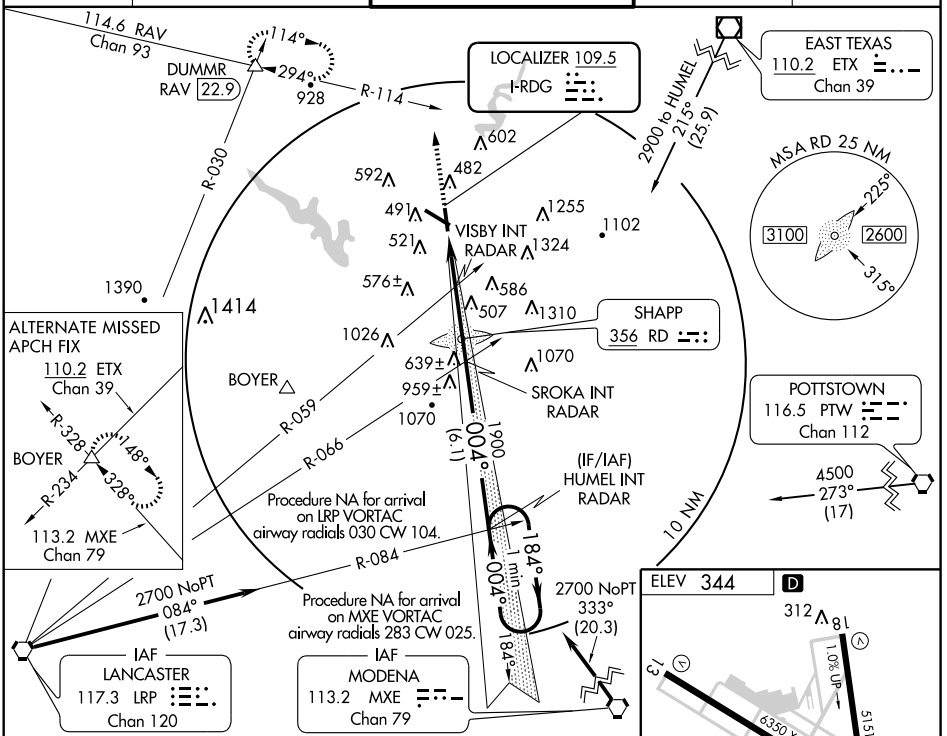
READING RGNL / CARL A SPAATZ FIELD (RDG)

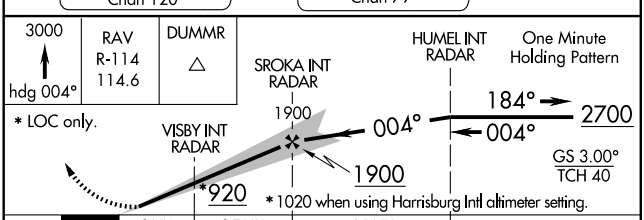
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

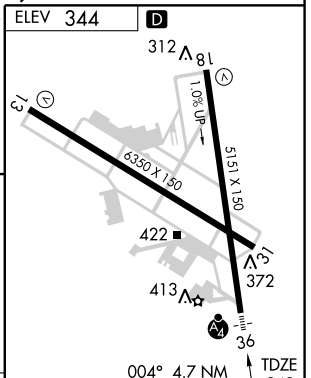
MALSF

MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 36	593-1 250 (300-1)			
S-LOC 36	820-1 477 (500-1)		820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM RD	APP CRS	Rwy ldg	5151
356	005°	TDZE	343
		Apt Elev	344

NDB RWY 36

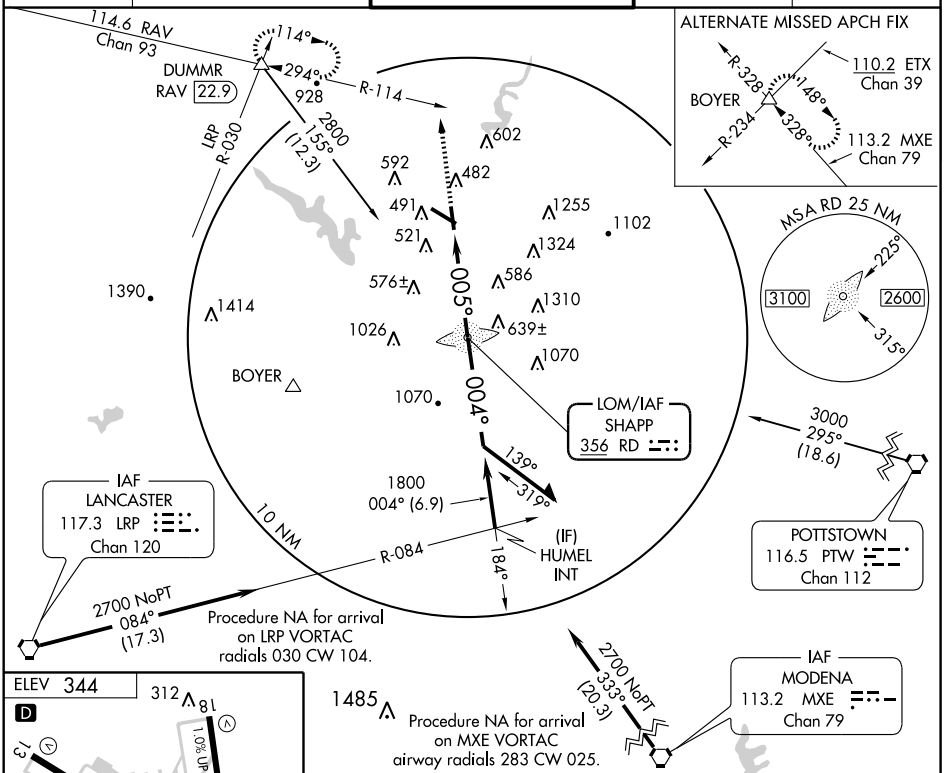
READING RGNL / CARL A SPAATZ FIELD (RDG)

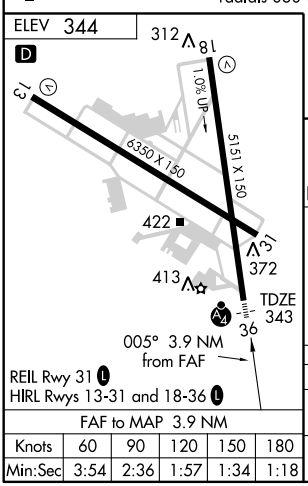
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

MALSF

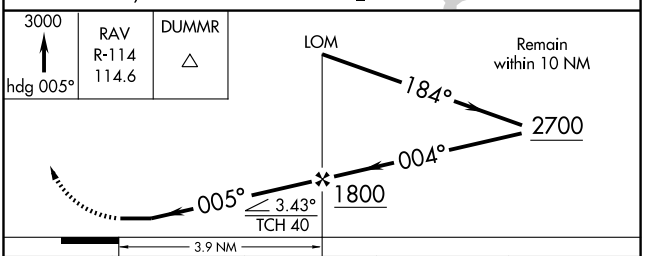
MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-36	900-1 557 (600-1)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6350
CH 45712	133°	TDZE	344
W13A		Apt Elev	344

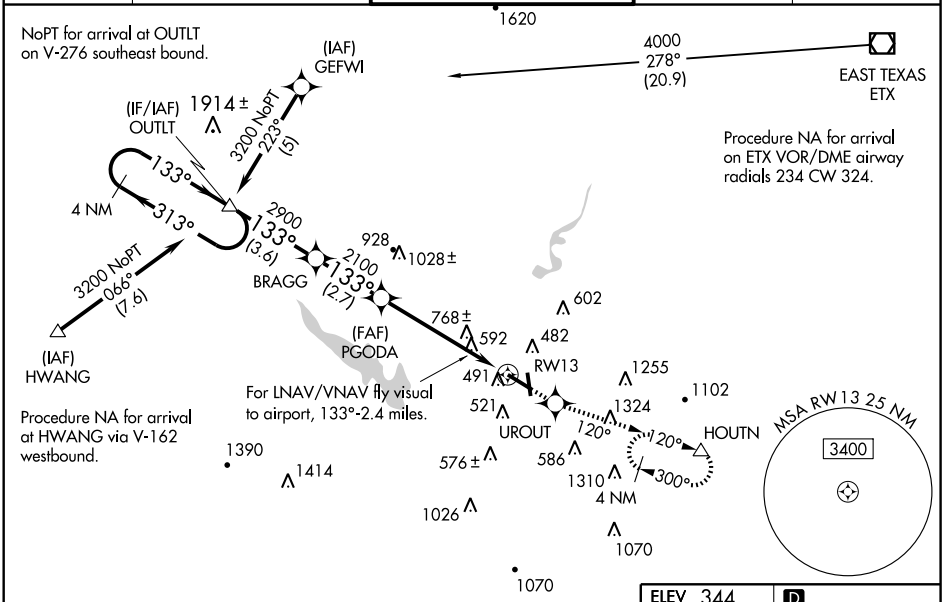
RNAV (GPS) RWY 13

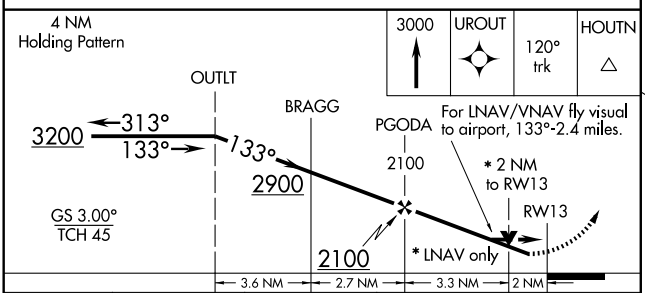
READING RGNL / CARL A SPAATZ FIELD (RDG)

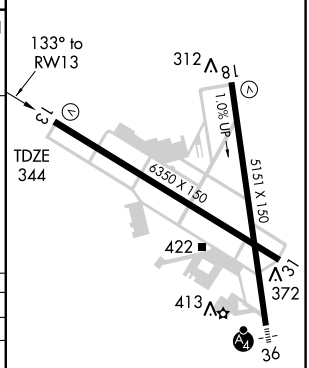
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)		1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)
LNAV MDA	1020-1 676 (700-1)		1020-2 676 (700-2)	1020-2¼ 676 (700-2¼)
CIRCLING	1020-1 676 (700-1)		1020-2 676 (700-2)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
184°	Rwy Idg	5151
	TDZE	319
	Apt Elev	344

RNAV (GPS) RWY 18

READING RGNL / CARL A SPAATZ FIELD (RDG)

▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

RAVINE RAV

4000 099° (22.5)

(IAF) OVOZO

3200 094° (5)

(IF) YOCTA 1620

1635

(IAF) VEWOR

3200 274° (5)

4000 288° (9.5)

EAST TEXAS ETX

3000 184° (3)

1914 ±

ANORY

2300 184° (3.1)

(FAF) DEGDY

928

806 ±

602

592

482

491

RW18

1255

1102

521

586

1324

576 ±

1390

1414

1310

COTAX

258°

1026

1070

1148°

4 NM

328°

BOYER

1070

MSA RW18 25 NM

3400

ELEV 344 D

184° to RW18

TDZE 319

312

18L

1.0% UP

6350 X 150

5151 X 150

422

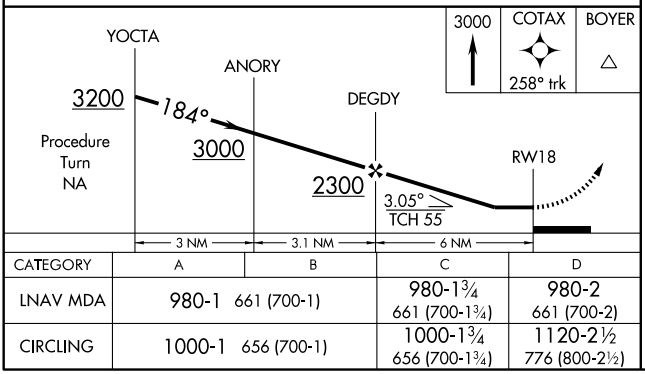
372

413

36

REIL Rwy 31 L

HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 661 (700-1)		980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5151
CH 97412	004°	TDZE	343
W36A		Apt Elev	344

RNAV (GPS) RWY 36

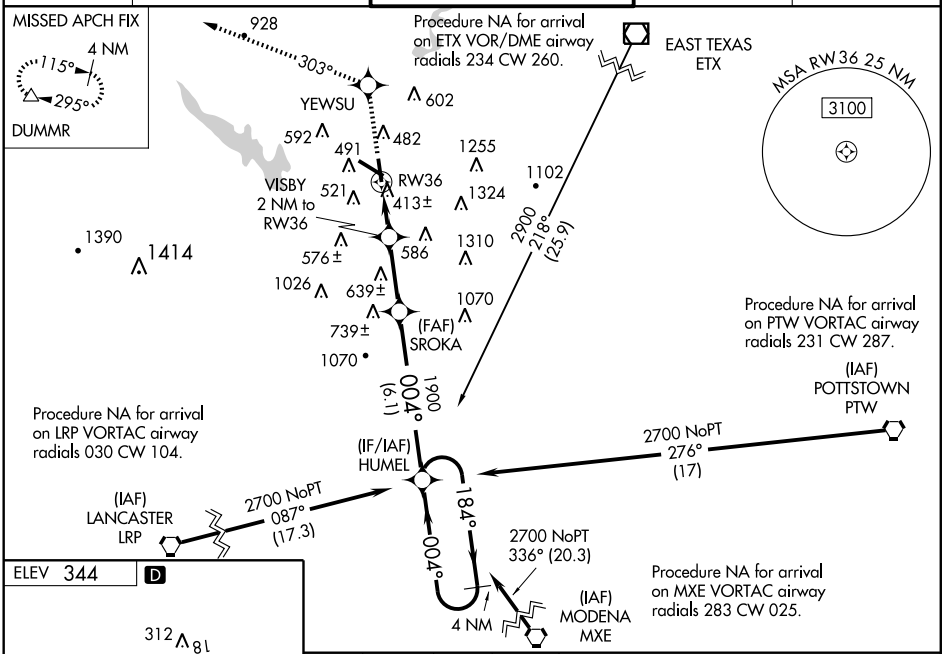
READING RGNL / CARL A SPAATZ FIELD (RDG)

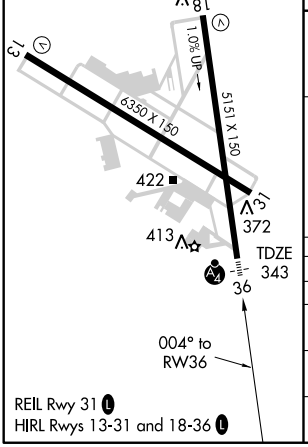
Straight-in minimums NA at night. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

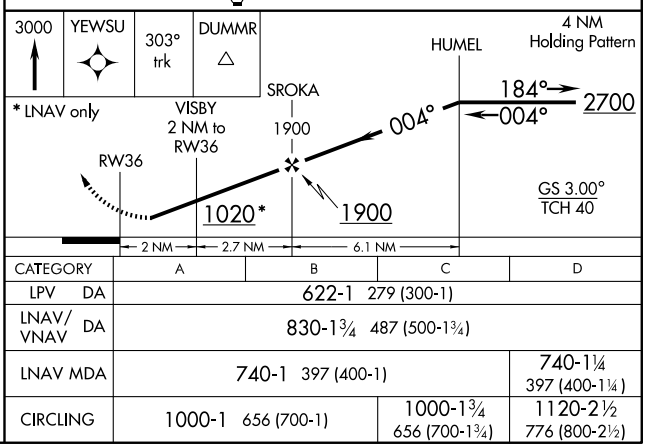
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





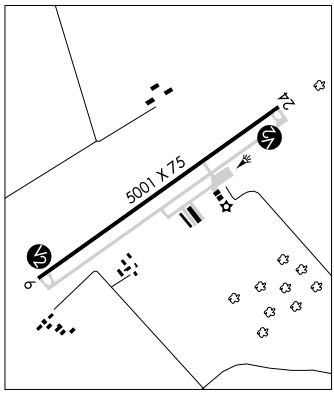


CATEGORY	A	B	C	D
LPV DA	622-1 279 (300-1)			
LNAV/VNAV DA	830-1¾ 487 (500-1¾)			
LNAV MDA	740-1 397 (400-1)			740-1¼ 397 (400-1¼)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

REEDSVILLE

MIFFLIN CO (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12J, L–30J
RWY 06–24: H5001X75 (ASPH) S–60 MIRL — IAP
RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
STROH NDB (MHW/LOM) 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
ILS 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.



REIGLE FLD (See PALMYRA)

REVLOC N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
RCO 122.1R 110.6T (ALTOONA RADIO)

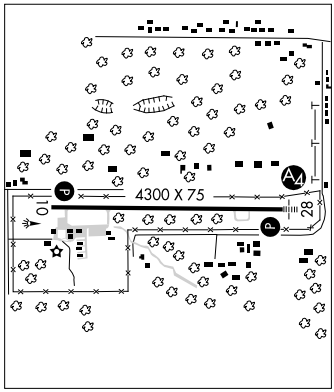
RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH)

ROCKY HILL ULTRALIGHT (See CRESCO)

ROSTRAVER (See MONONGAHELA)

ST MARYS MUNI (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
RWY 10–28: H4300X75 (ASPH–GRVD) S–33 MIRL 0.7% up E. — IAP
RWY 10: PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.05. (814) 834–9416.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 121.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
ALTOONA FSS CLNC DEL 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
ILS/DME 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



ST THOMAS N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
RCO 122.1R 115.0T (ALTOONA RADIO)

LOC I-RVL	APP CRS	Rwy Idg	5001
109.3	059°	TDZE	819
		Apt Elev	819

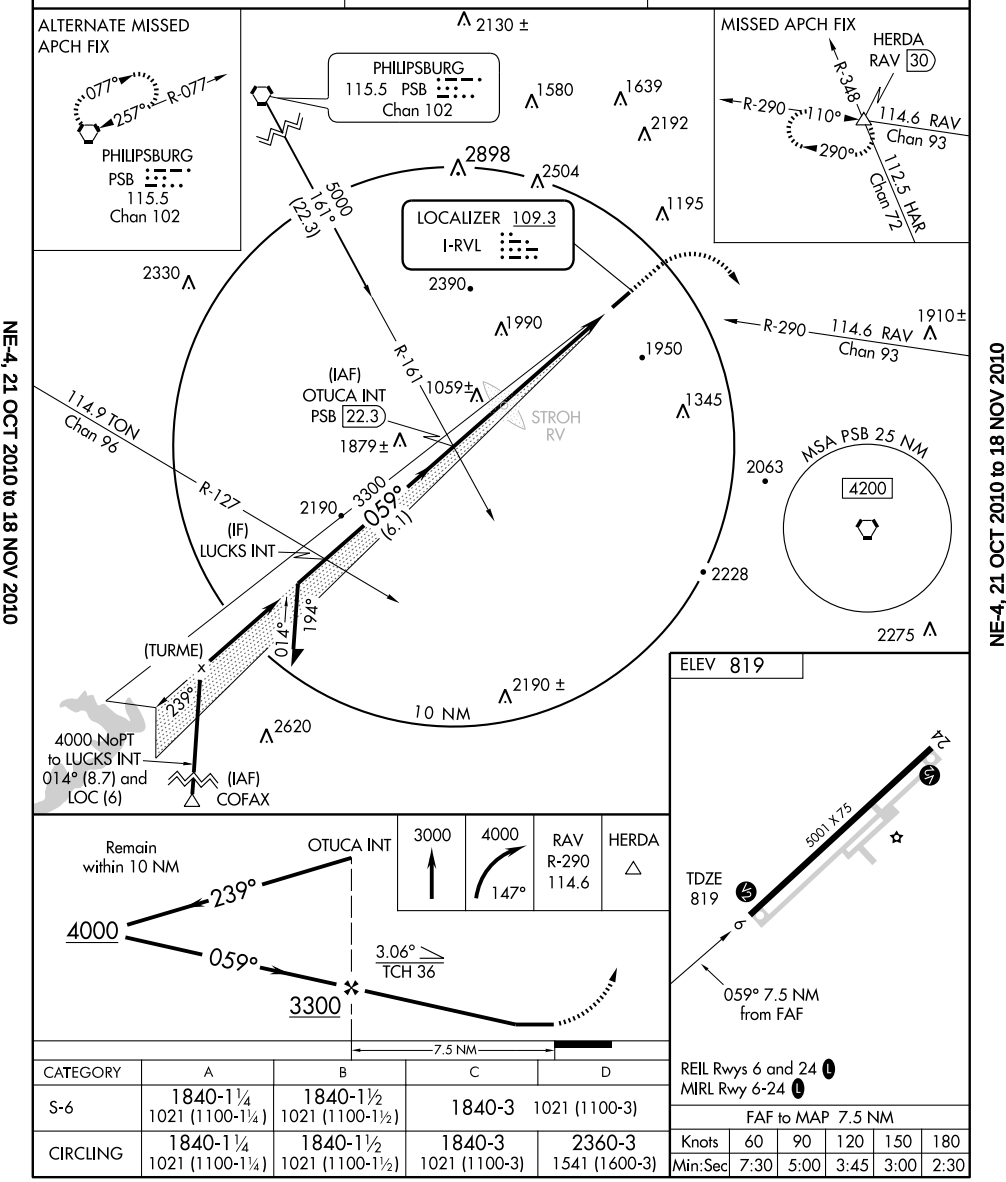
LOC RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF)



CATEGORY	A	B	C	D
S-6	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	
CIRCLING	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24
MIRL Rwy 6-24

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
059°	TDZE	819
	Apt Elev	819

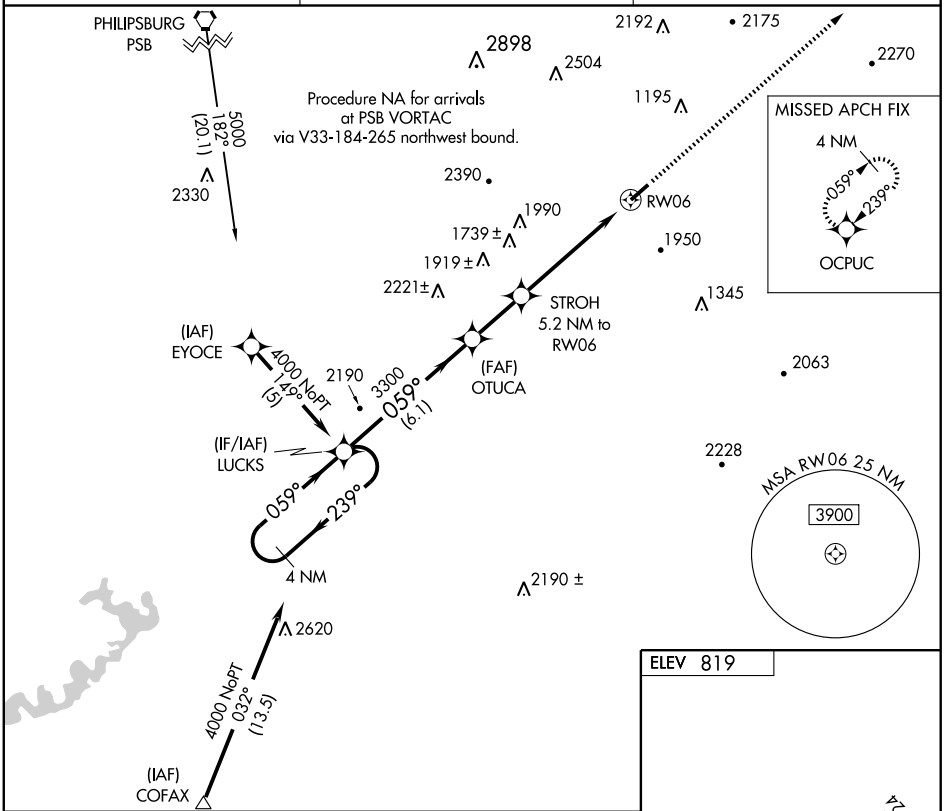
RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	
CIRCLING	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78107	239°	TDZE	818
W24A		Apt Elev	819

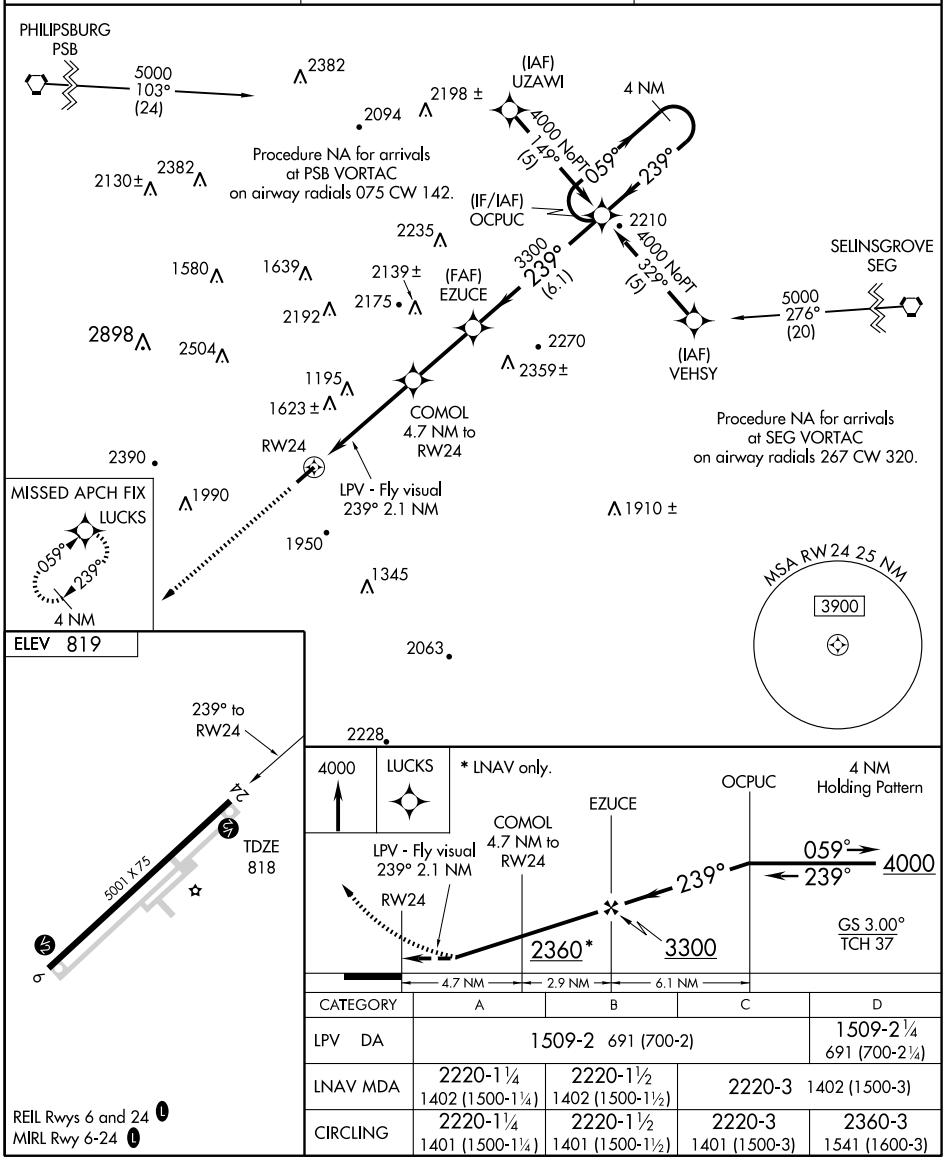
RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1509-2 691 (700-2)			1509-2¼ 691 (700-2¼)
LNAV MDA	2220-1¼ 1402 (1500-1¼)	2220-1½ 1402 (1500-1½)	2220-3 1402 (1500-3)	
CIRCLING	2220-1¼ 1401 (1500-1¼)	2220-1½ 1401 (1500-1½)	2220-3 1401 (1500-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE)

SEAMANS FLD (See FACTORYVILLE)

SELINSGROVE N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

SELINSGROVE

PENN VALLEY (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

RWY 17–35: H4760X75 (ASPH) S–27 D–27 MIRL IAP

RWY 17: REIL. Thld dsplcd 388′. Pole.

RWY 35: REIL. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

WEATHER DATA SOURCES: ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

COMMUNICATIONS: CTAF/UNICOM 122.7

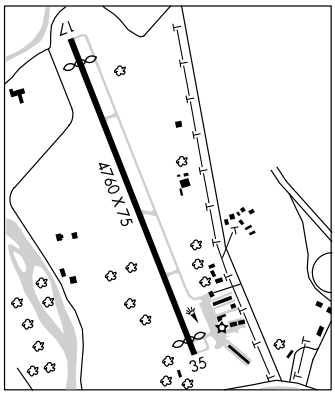
SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SEVEN SPRINGS BOROUGH

SEVEN SPRINGS (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

RWY 10–28: H3045X42 (ASPH) MIRL 1.1% up W IAP

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

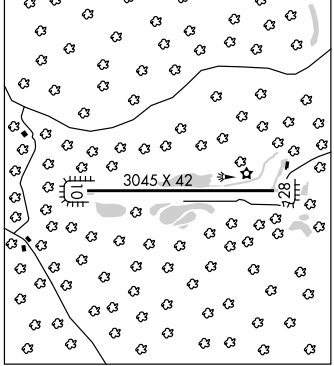
COMMUNICATIONS: CTAF 122.9

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



APP CRS	Rwy ldg	4372
170°	TDZE	456
	Apt Elev	450

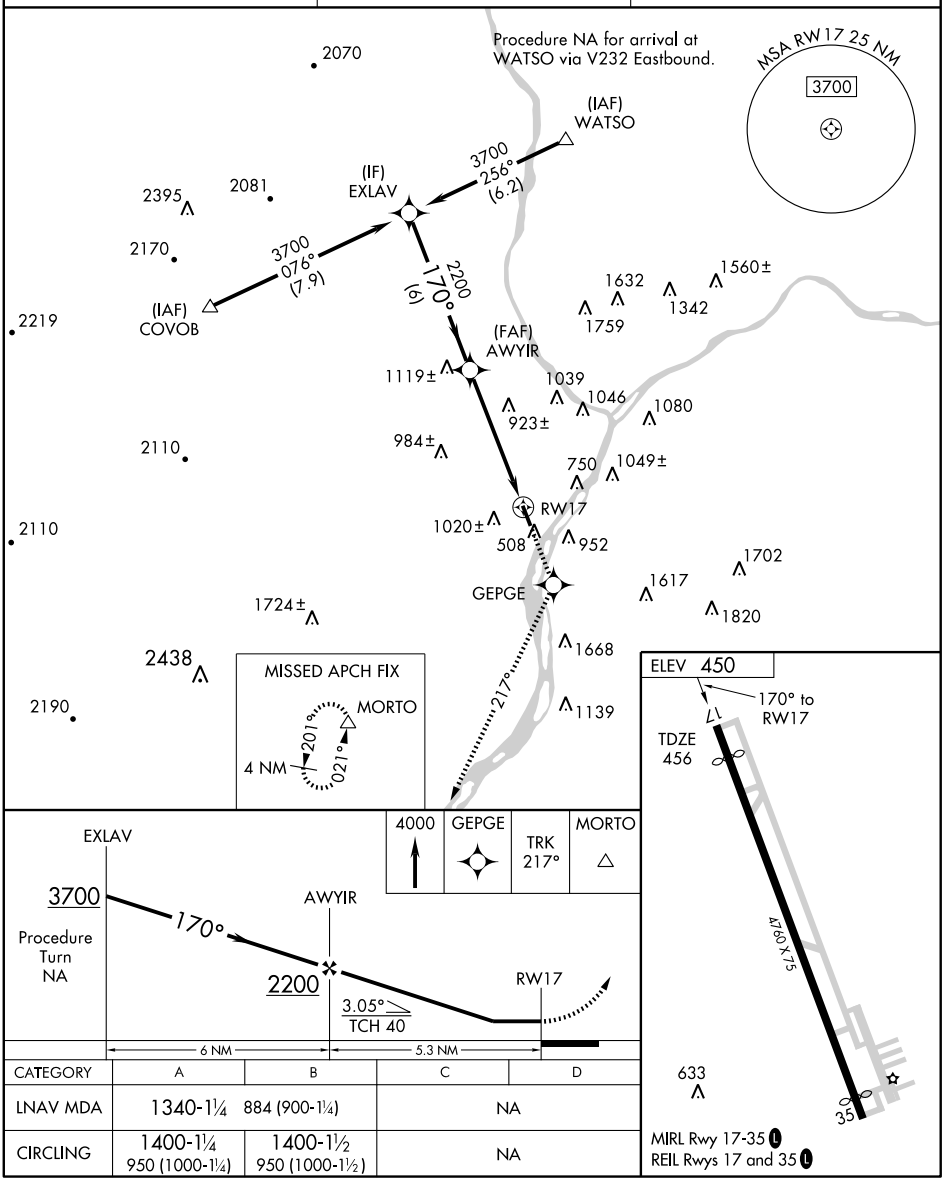
RNAV (GPS) RWY 17

SELINSGROVE/PENN VALLEY (SEG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1¼ 884 (900-1¼)		NA	
CIRCLING	1400-1¼ 950 (1000-1¼)	1400-1½ 950 (1000-1½)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SEG	APP CRS	Rwy Idg	N/A
110.4	034°	TDZE	N/A
Chan 41		Apt Elev	450

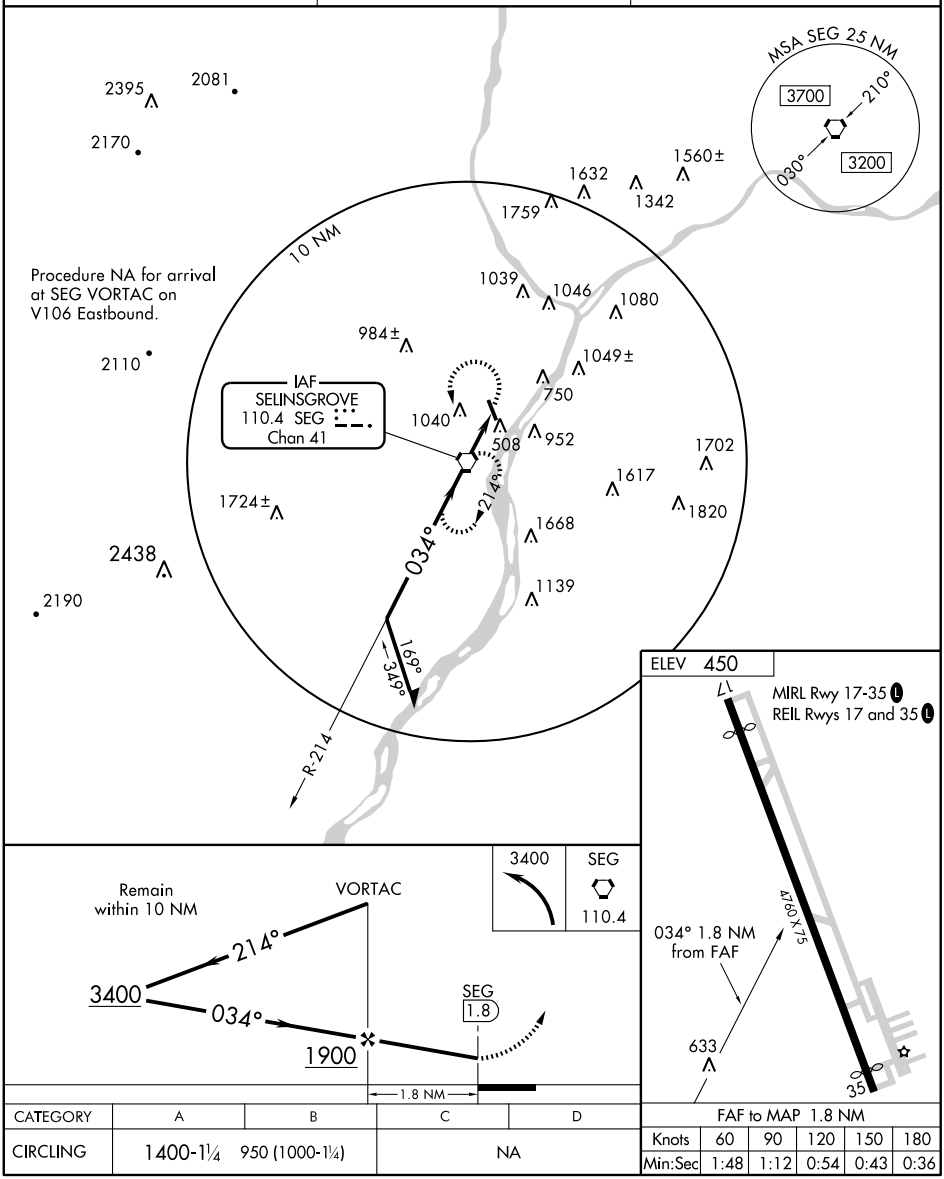
VOR-A

SELINSGROVE/PENN VALLEY (SEG)

When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 950 (1000-1¼)		NA	

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE)

SEAMANS FLD (See FACTORYVILLE)

SELINSGROVE N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

SELINSGROVE

PENN VALLEY (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

RWY 17–35: H4760X75 (ASPH) S–27 D–27 MIRL IAP

RWY 17: REIL. Thld dsplcd 388′. Pole.

RWY 35: REIL. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

WEATHER DATA SOURCES: ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

COMMUNICATIONS: CTAF/UNICOM 122.7

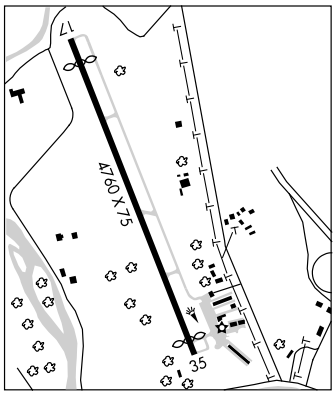
SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SEVEN SPRINGS BOROUGH

SEVEN SPRINGS (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

RWY 10–28: H3045X42 (ASPH) MIRL 1.1% up W IAP

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

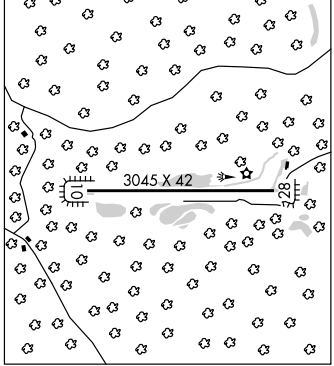
COMMUNICATIONS: CTAF 122.9

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



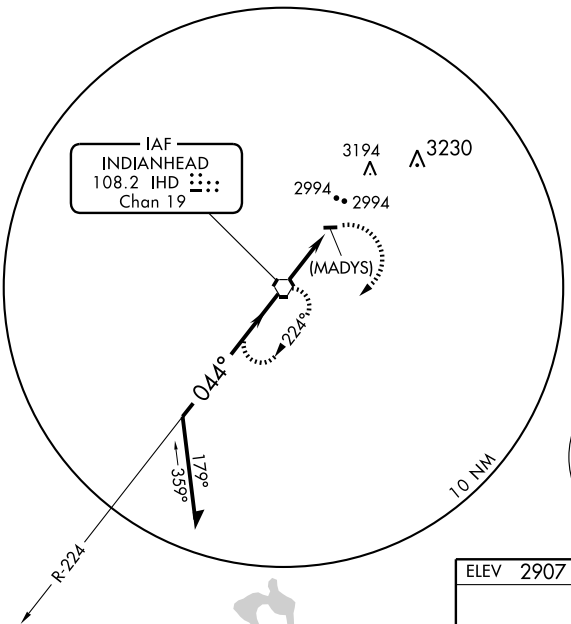
VORTAC IHD 108.2 Chan 19	APP CRS 044°	Rwy Idg 3045 / TDZE N/A / Apt Elev 2907

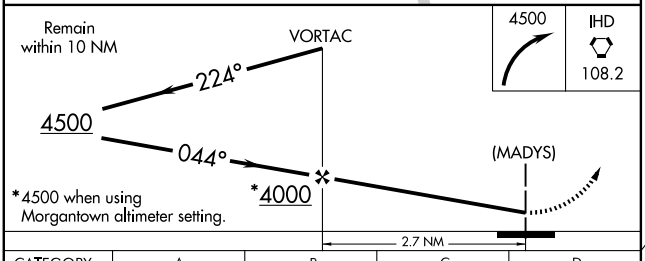
VOR or GPS-A
SEVEN SPRINGS (7SP)

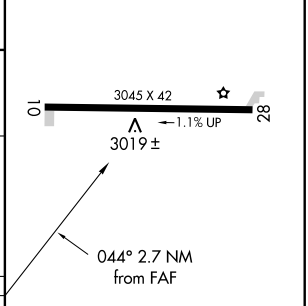
▼ / ▲ NA — Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

CLEVELAND CENTER	CTAF Ⓛ
124.4 327.1	122.9







CATEGORY	A	B	C	D
CIRCLING	3540-1 636 (700-1)		3540-1¾ 636 (700-1¾)	NA
MORGANTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	4420-3 1516 (1600-3)			NA

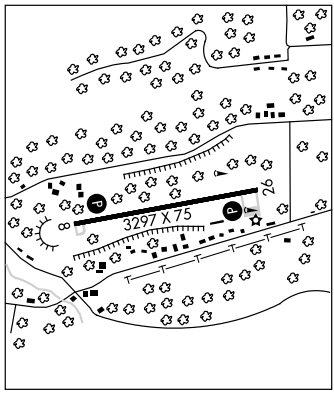
MIRL Rwy 10-28 Ⓛ

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SHAMOKIN

NORTHUMBERLAND CO (N79) 3 N UTC−5(−4DT) N40°50.22′ W76°33.15′ **NEW YORK**
881 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30J**
RWY 08–26: H3297X75 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended on Mon–Fri 1300–2300Z‡, Sat–Sun on call. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26—121.8.
WEATHER DATA SOURCES: AWOS–3 119.175 (570) 672–0389.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 088° 15.4 NM to fld. 620/08W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SHAPP N40°18.39′ W75°56.97′ NOTAM FILE RDG.
NDB (LOM) 356 RD 001° 4.4 NM to Reading Rgnl/Carl A Spaatz Fld.

SHIPPENSBURG (N42) 3 NE UTC−5(−4DT) N40°03.51′ W77°27.73′ **DETROIT**
760 NOTAM FILE IPT
RWY 07–25: 2300X170 (TURF)
RWY 07: Thld dsplcd 535′. Brush. **RWY 25:** Thld dsplcd 595′. Railroad.
AIRPORT REMARKS: Unattended. Rwy 07 and 25 dsplcd thlds marked with white barrels. Rwy 07–25 ends and edges marked with yellow barrels.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN)

SKYHAVEN (See TUNKHANNOCK)

SLATE RUN N41°30.77′ W77°58.21′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 113.9 SLT Chan 86 264° 25 NM to St. Marys Muni. 2320/08W. **H–10H, L–30I**
RCO 122.1R 113.9T (ALTOONA RADIO)

SLATINGTON (69N) 1 N UTC−5(−4DT) N40°45.82′ W75°36.29′ **NEW YORK**
380 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH) LIRL (NSTD)
RWY 01: Thld dsplcd 352′. Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Sat daylgt hours. +977 ft hill 7700 ft from Rwy 19 thld. ACTIVATE LIRL Rwy 01–19 and rotating beacon—CTAF. Rwy 01–19 NSTD LIRL located 10 and 20 ft outboard from rwy edges respectively. Rwy 19 end lgts located outboard from rwy edges.
COMMUNICATIONS: CTAF/UNICOM 122.8

SMOKETOWN (S37) 0 N UTC−5(−4DT) N40°02.50′ W76°12.08′ **NEW YORK**
370 B S4 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: H2400X50 (ASPH) S–12.5, D–12.5 LIRL
RWY 10: Thld dsplcd 167′. Tree. **RWY 28:** Thld dsplcd 110′.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡.
COMMUNICATIONS: CTAF/UNICOM 123.05
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	3297
248°	TDZE	881
	Apt Elev	881

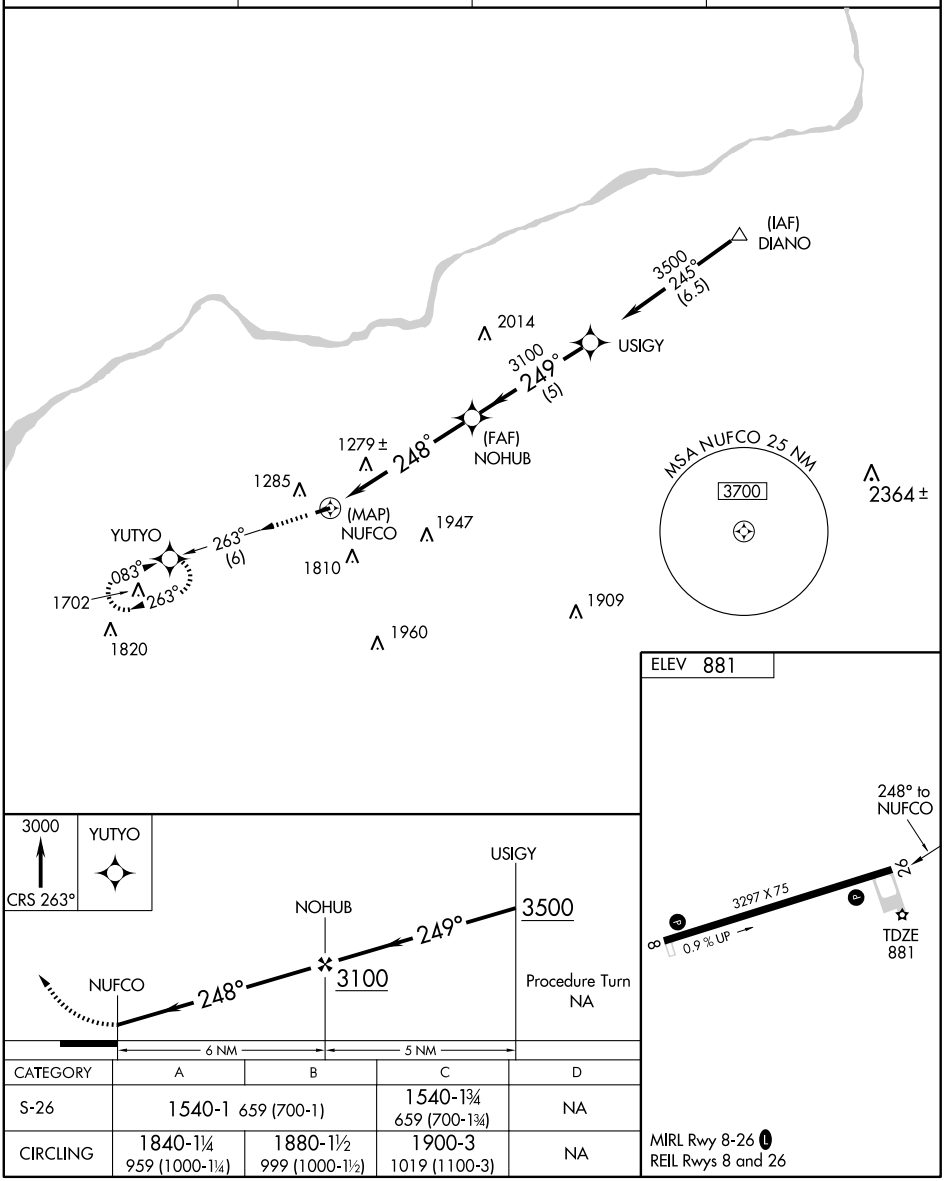
GPS RWY 26

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L



CATEGORY	A	B	C	D
S-26	1540-1 659 (700-1)		1540-1¾ 659 (700-1¾)	NA
CIRCLING	1840-1¼ 959 (1000-1¼)	1880-1½ 999 (1000-1½)	1900-3 1019 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SEG	APP CRS	Rwy Idg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

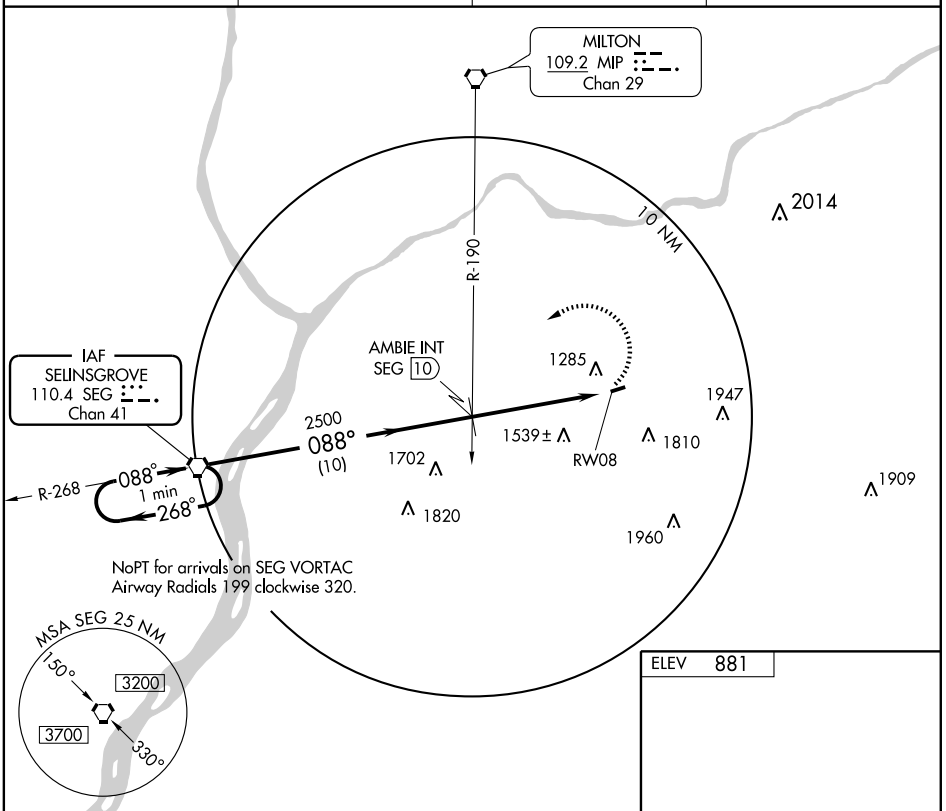
VOR or GPS RWY 8

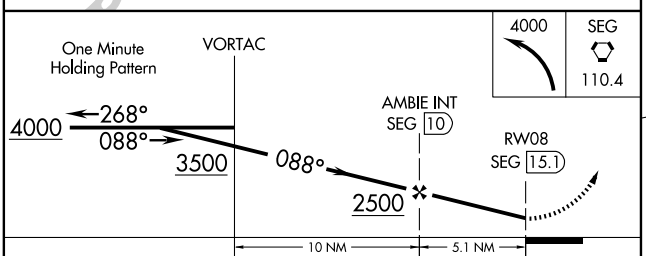
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

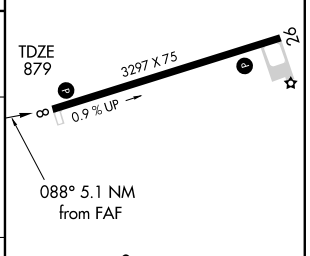
NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L







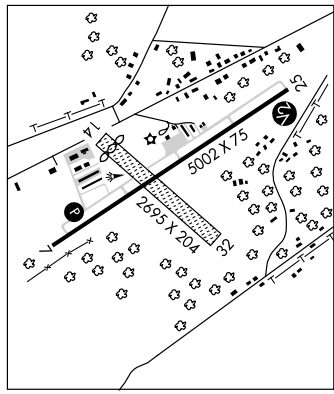
CATEGORY	A	B	C	D
S-8	1980-1¼ 1101 (1100-1¼)	1980-1½ 1101 (1100-1½)	1980-3 1101 (1100-3)	NA
CIRCLING	1980-1¼ 1099 (1100-1¼)	1980-1½ 1099 (1100-1½)	1980-3 1099 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SOMERSET CO (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, 12I, L–29D**
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
RWY 25: REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 14–32: 2695X204 (TURF–ASPH) 0.7% up SE
RWY 14: Thld dsplcd 295′. Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.

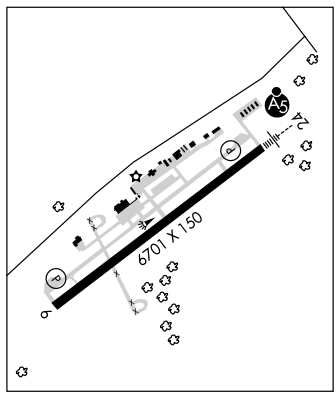


WEATHER DATA SOURCES: AWOS–3 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
ILS 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

SOUTHERN ADAMS CO HELIPORT (See GETTYSBURG)

SPRING HILL (See STERLING)

STATE COLLEGE
UNIVERSITY PARK (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12J, L–30I**
NOTAM FILE UNV **IAP**
RWY 06–24: H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
RWY 24: MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 24: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.



WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799 SAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
PENUE NDB (LOM) 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
ILS 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

LOC I-SOZ	APP CRS	Rwy Idg	5002
108.7	246°	TDZE	2240
		Apt Elev	2275

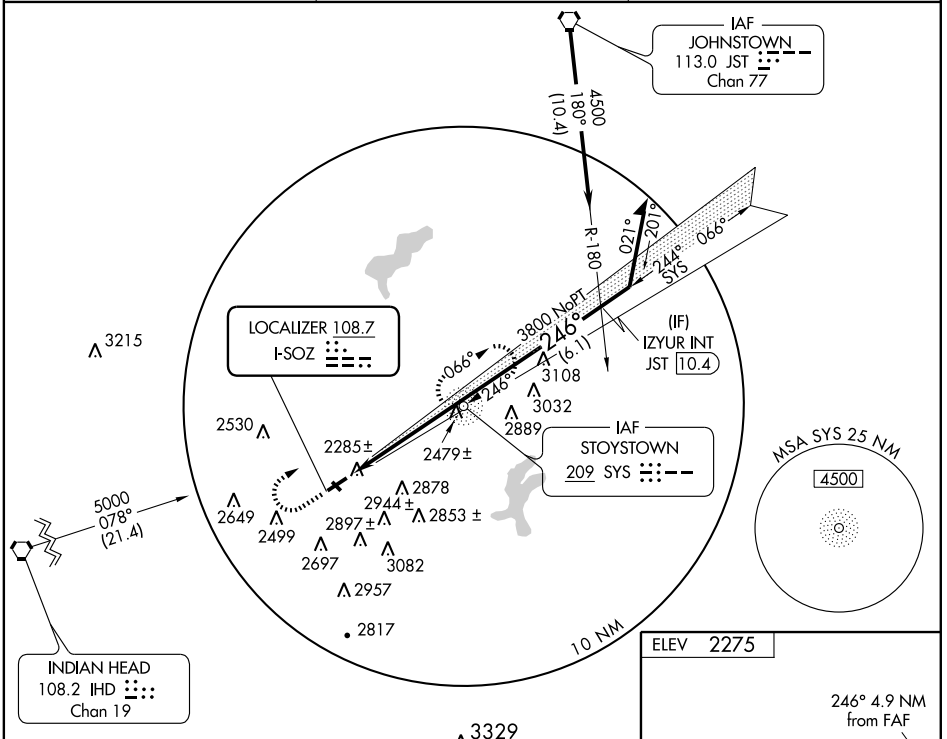
LOC/NDB RWY 25
SOMERSET COUNTY (2G9)

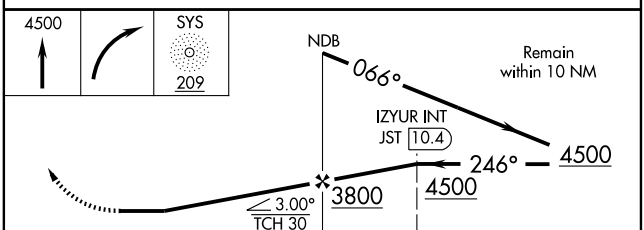
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

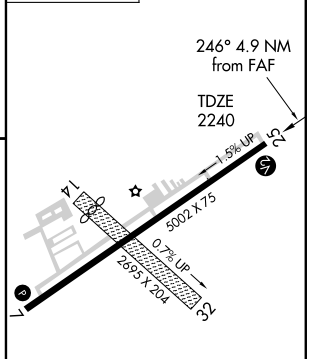
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	2700-1 460 (500-1)		2700-1¼ 460 (500-1¼)	2700-1½ 460 (500-1½)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

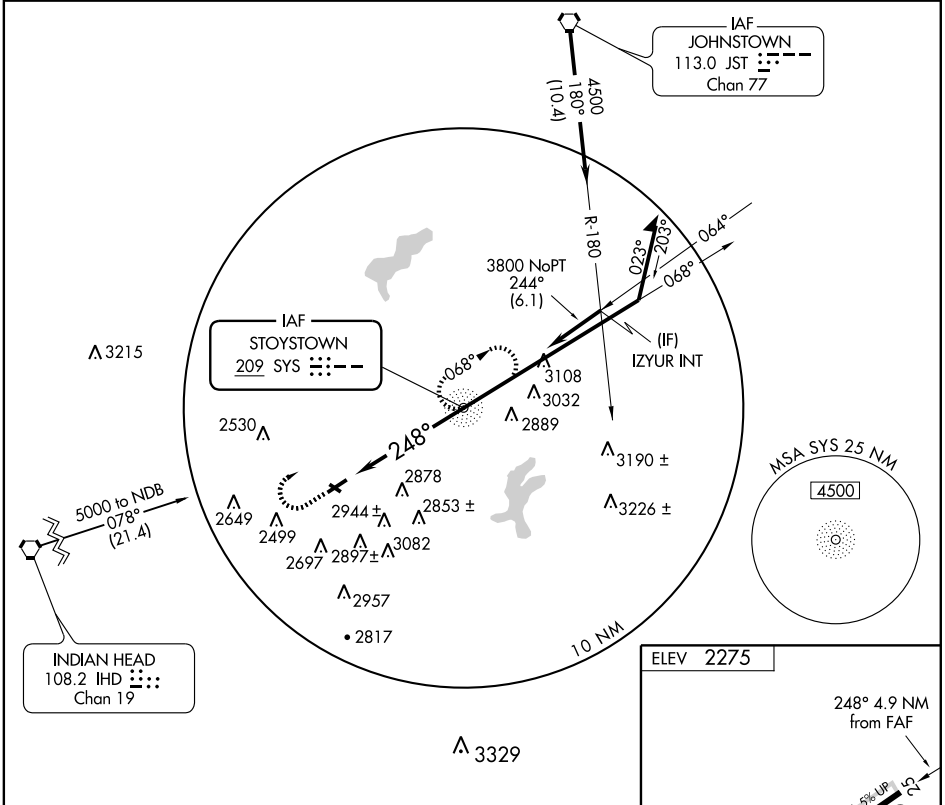
NDB SYS	APP CRS	Rwy Idg	5002
209	248°	TDZE	2240
		Apt Elev	2275

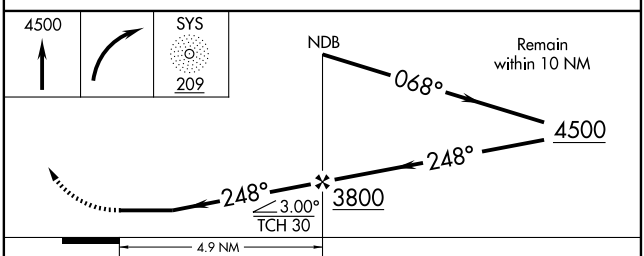
NDB RWY 25
SOMERSET COUNTY (2G9)

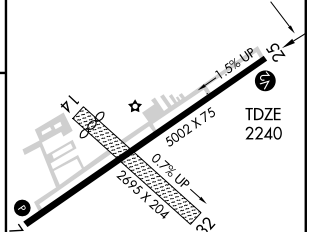
T
NA
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25/25	3240-1¼ 1000 (1000-1¼)	3240-1½ 1000 (1000-1½)	3240-3 1000 (1000-3)	
CIRCLING	3240-1¼ 965 (1000-1¼)	3240-1½ 965 (1000-1½)	3240-3 965 (1000-3)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66005 W07A	APP CRS 066°	Rwy Idg 5002 TDZE 2275 Apt Elev 2275

RNAV (GPS) RWY 7

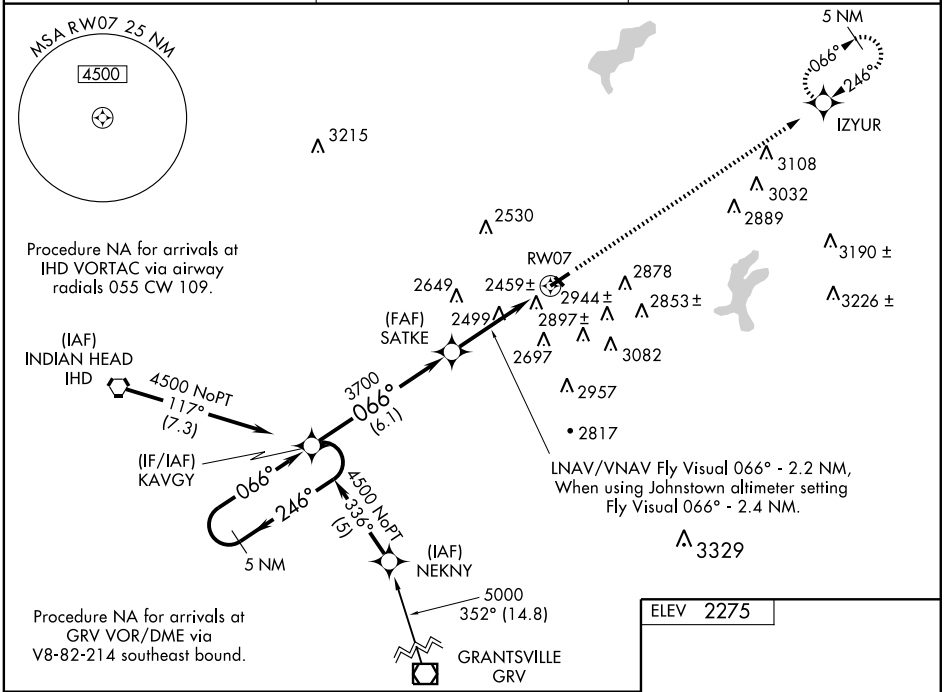
SOMERSET COUNTY (2G9)

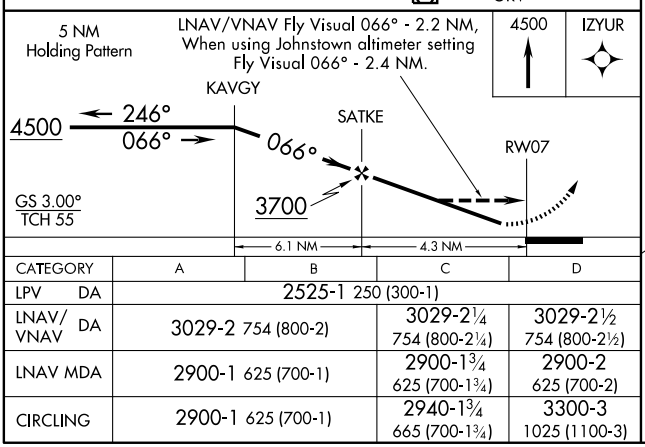
▼ ⚠ NA

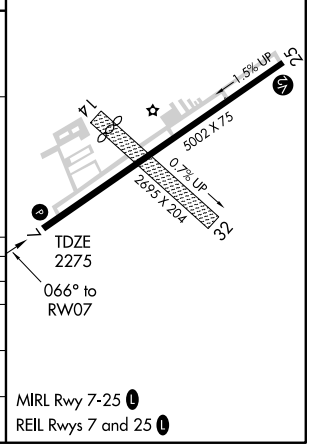
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)		3029-2¼ 754 (800-2¼)	3029-2½ 754 (800-2½)
LNAV MDA	2900-1 625 (700-1)		2900-1¾ 625 (700-1¾)	2900-2 625 (700-2)
CIRCLING	2900-1 625 (700-1)		2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 82205	246°	TDZE	2240
W25A		Apt Elev	2275

RNAV (GPS) RWY 25

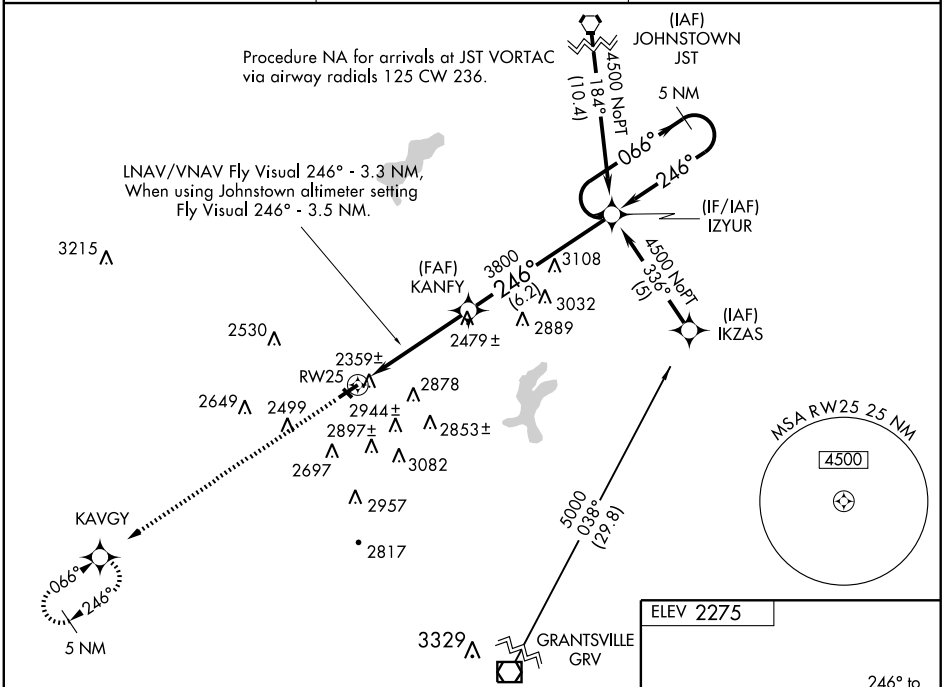
SOMERSET COUNTY (2G9)

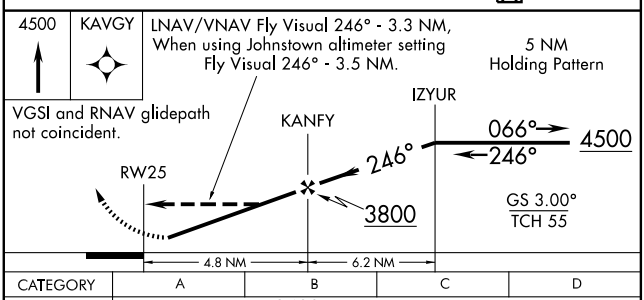
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

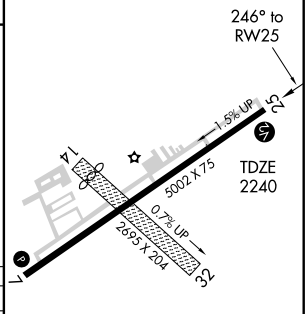
NA

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







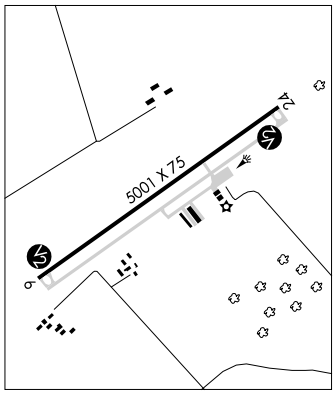
CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2 1065 (1100-2)		3305-3 1065 (1100-3)	
LNAV MDA	2660-1 420 (400-1)		2660-1¼ 420 (400-1¼)	
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

REEDSVILLE

MIFFLIN CO (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12J, L–30J
RWY 06–24: H5001X75 (ASPH) S–60 MIRL — IAP
RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
STROH NDB (MHW/LOM) 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
ILS 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.



REIGLE FLD (See PALMYRA)

REVLOC N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
RCO 122.1R 110.6T (ALTOONA RADIO)

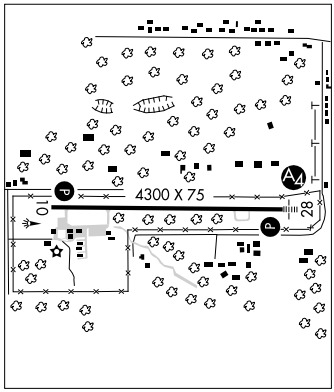
RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH)

ROCKY HILL ULTRALIGHT (See CRESCO)

ROSTRAVER (See MONONGAHELA)

ST MARYS MUNI (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
RWY 10–28: H4300X75 (ASPH–GRVD) S–33 MIRL 0.7% up E. — IAP
RWY 10: PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.05. (814) 834–9416.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 121.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
ALTOONA FSS CLNC DEL 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
ILS/DME 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



ST THOMAS N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
RCO 122.1R 115.0T (ALTOONA RADIO)

LOC/DME I-OYM	APP CRS	Rwy Idg	4300
108.9	281°	TDZE	1934
Chan 26		Apt Elev	1934

LOC/DME RWY 28

ST. MARYS MUNI (OYM)

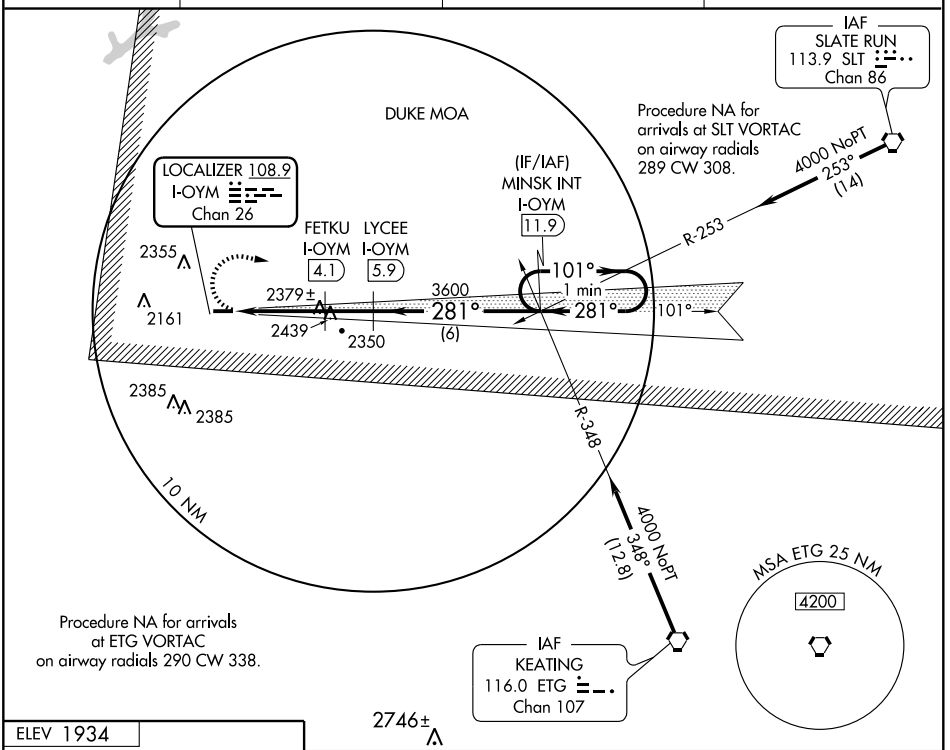
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

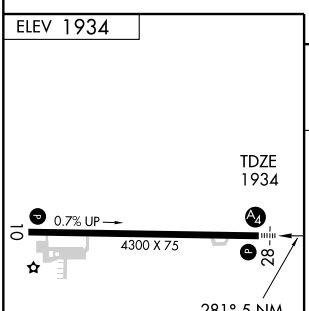
NA

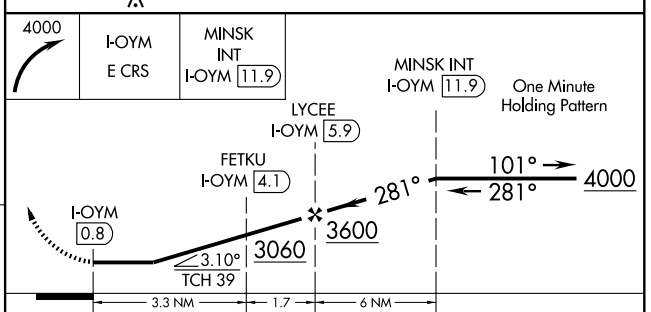
MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2740-2½ 806 (900-2½)
CIRCLING	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 40102	101°	TDZE	1909
W10A		Apt Elev	1934

RNAV (GPS) RWY 10

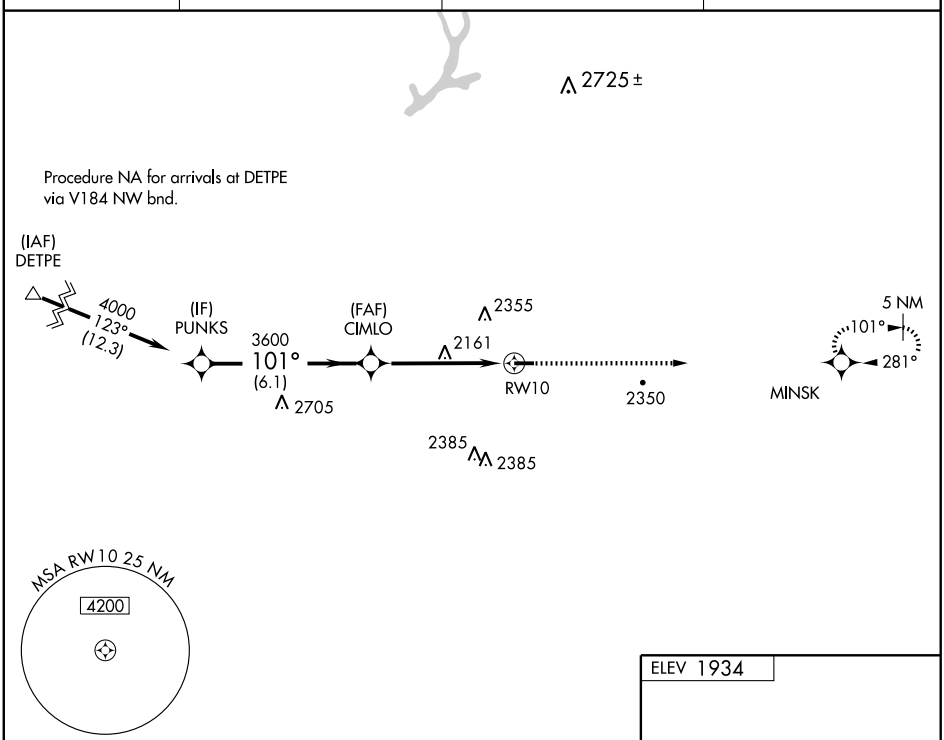
ST. MARYS MUNI (OYM)

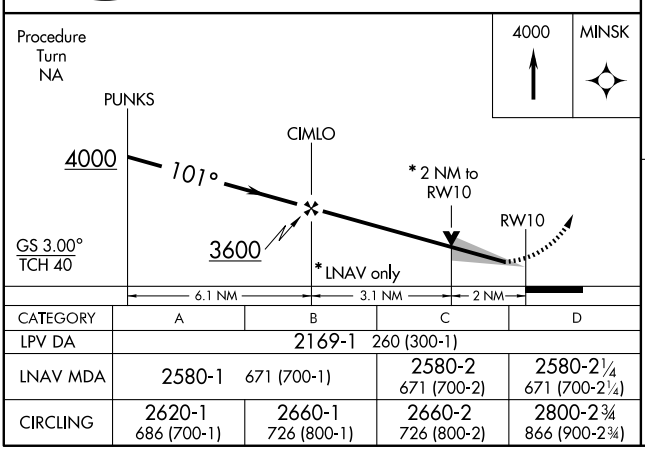
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

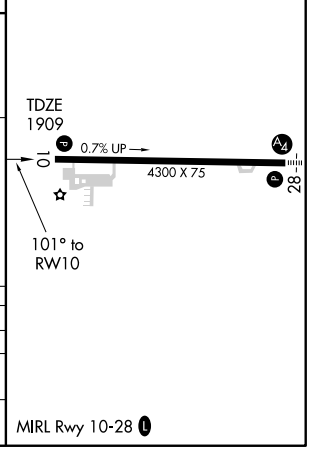
NA

MISSED APPROACH: Climb to 4000 direct MINSK and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1 671 (700-1)		2580-2 671 (700-2)	2580-2¼ 671 (700-2¼)
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 82302	281°	TDZE	1934
W28A		Apt Elev	1934

RNAV (GPS) RWY 28

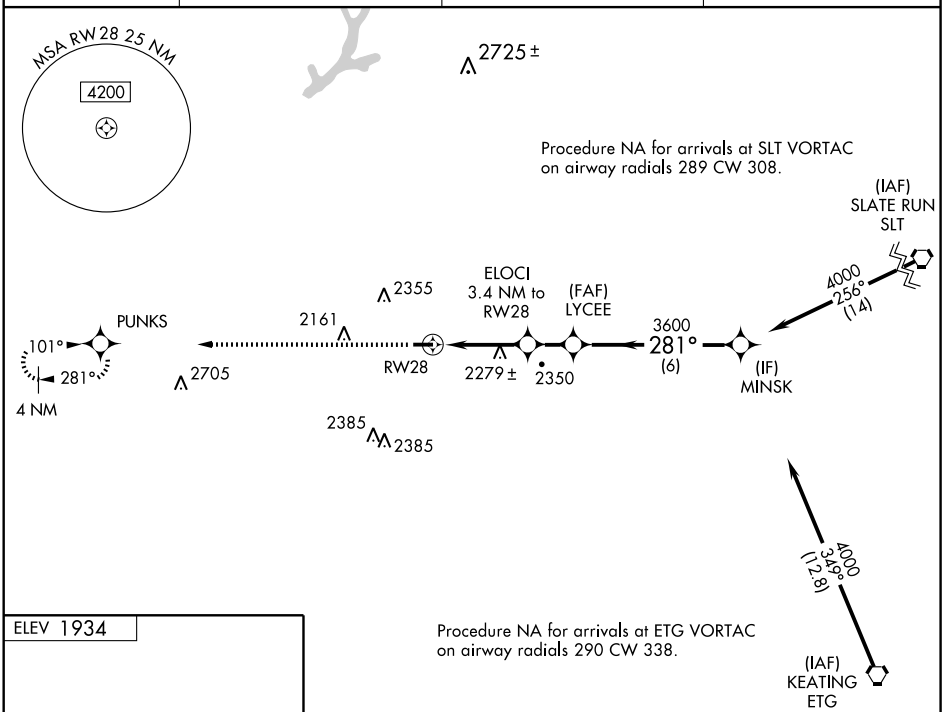
ST. MARYS MUNI (OYM)

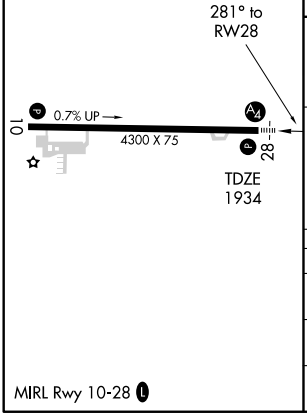
T NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet and increase LPV all Cats visibility ¾ mile; LNAV Cats A/B visibility ¼ mile, Cats C/D ¾ mile; Circling Cats A/D visibility ¼ mile, Cat B ½ mile, Cat C 1 mile.

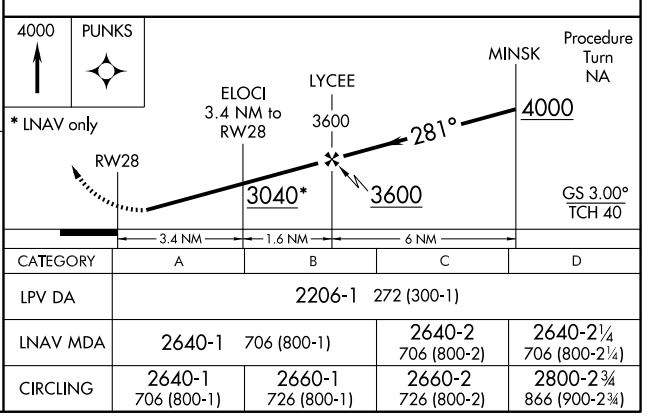
MALS

MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2206-1 272 (300-1)			
LNAV MDA	2640-1 706 (800-1)		2640-2 706 (800-2)	2640-2¼ 706 (800-2¼)
CIRCLING	2640-1 706 (800-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SLT 113.9 Chan 86	APP CRS 264°	Rwy Idg 4300 TDZE 1934 Apt Elev 1934

VOR RWY 28

ST. MARYS MUNI (OYM)

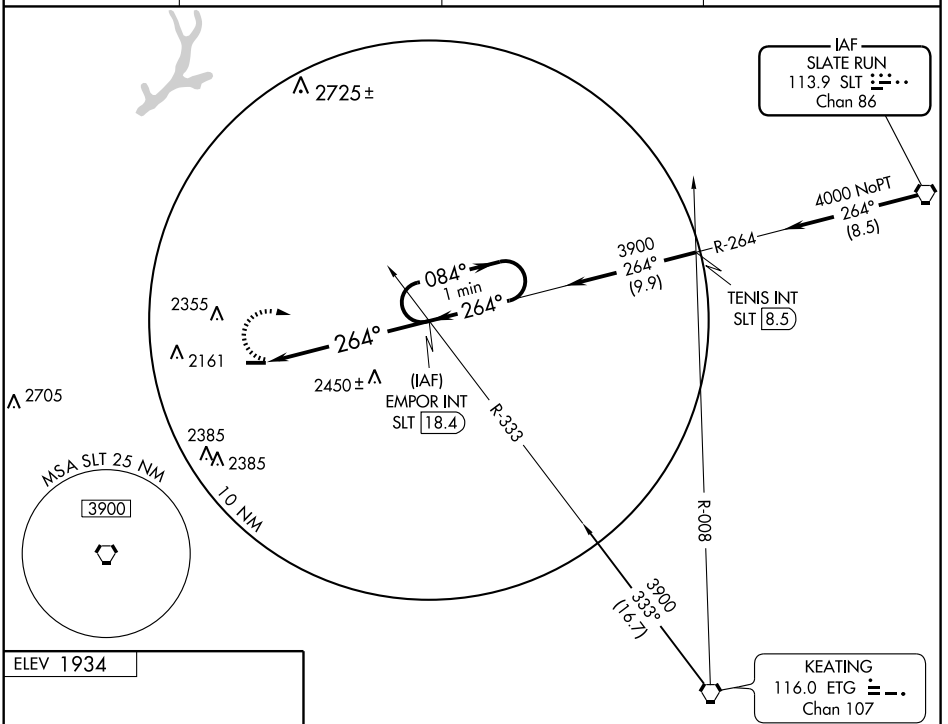
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply.

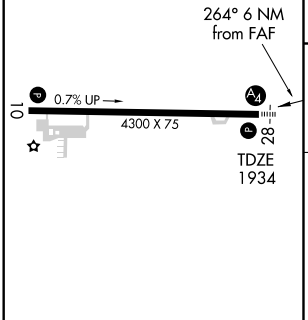
NA

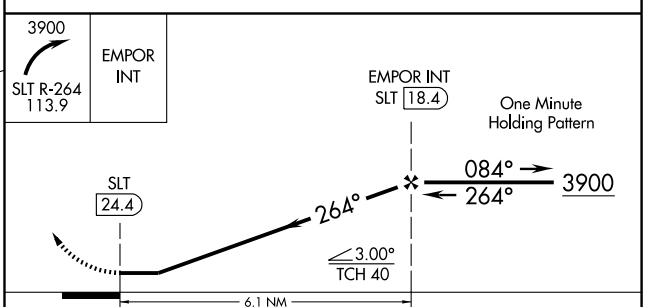
MALS

MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







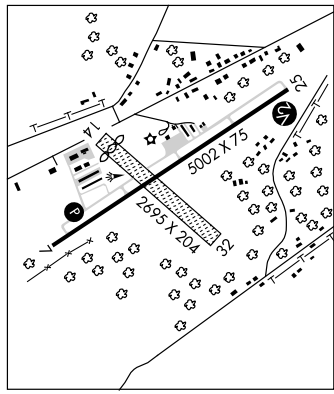
MIRL Rwy 10-28 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-28	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SOMERSET CO (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, 12I, L–29D**
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
RWY 25: REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 14–32: 2695X204 (TURF–ASPH) 0.7% up SE
RWY 14: Thld dsplcd 295′. Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.

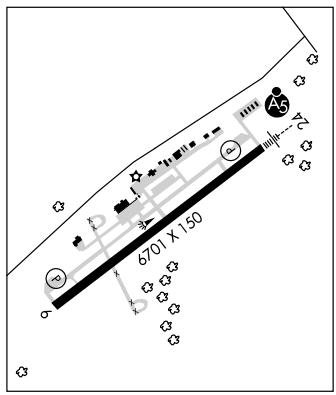


WEATHER DATA SOURCES: AWOS–3 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
ILS 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

SOUTHERN ADAMS CO HELIPORT (See GETTYSBURG)

SPRING HILL (See STERLING)

STATE COLLEGE
UNIVERSITY PARK (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12J, L–30I**
NOTAM FILE UNV **IAP**
RWY 06–24: H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
RWY 24: MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 24: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.



WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799 SAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
PENUE NDB (LOM) 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
ILS 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

LOC I-UNV	APP CRS	Rwy Idg	6701
111.7	244°	TDZE	1218
		Apt Elev	1239

ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF)

ALTERNATE MISSED APCH FIX

077° R-077 257°

PHILIPSBURG PSB 115.5 Chan 102

ADF REQUIRED

10 NM

2282 2254

LOM/IAF PENUE 388 UN

064° 289° 109° 244°

PHILIPSBURG 115.5 PSB Chan 102

2855 4800 102° (11.4) 2600 ± 2026± 2382 2091 Bellefonte 064° 1313± Ridge Soaring Gliderport 2130± 2382

2287 4800 075° (28.8) 1878 1784

Procedure NA for arrivals at RASHE INT via V106 southwest bound.

LOCALIZER 111.7 I-UNV

TYRONE 114.9 TON Chan 96

2898 2504 4800 to PENUE 353° (14.7) 2390 RASHE

MSA UN 25 NM 3900

ELEV 1239 D

244° 5.5 NM from FAF

TDZE 1218

0.6% UP

6701 X 150

REIL Rwy 6 L

HIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

2600	4000	UN
↑	↶	

* LOC only.

LOM 064° 3900 Remain within 10 NM 3016 244° 244° *3100 3400 GS 3.00° TCH 55

5.5 NM

CATEGORY	A	B	C	D
S-ILS 24	1418-½ 200 (200-½)			
S-LOC 24	1580-½ 362 (400-½)			1580-¾ 362 (400-¾)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6701
CH 87109	064°	TDZE	1231
W06A		Apt Elev	1239

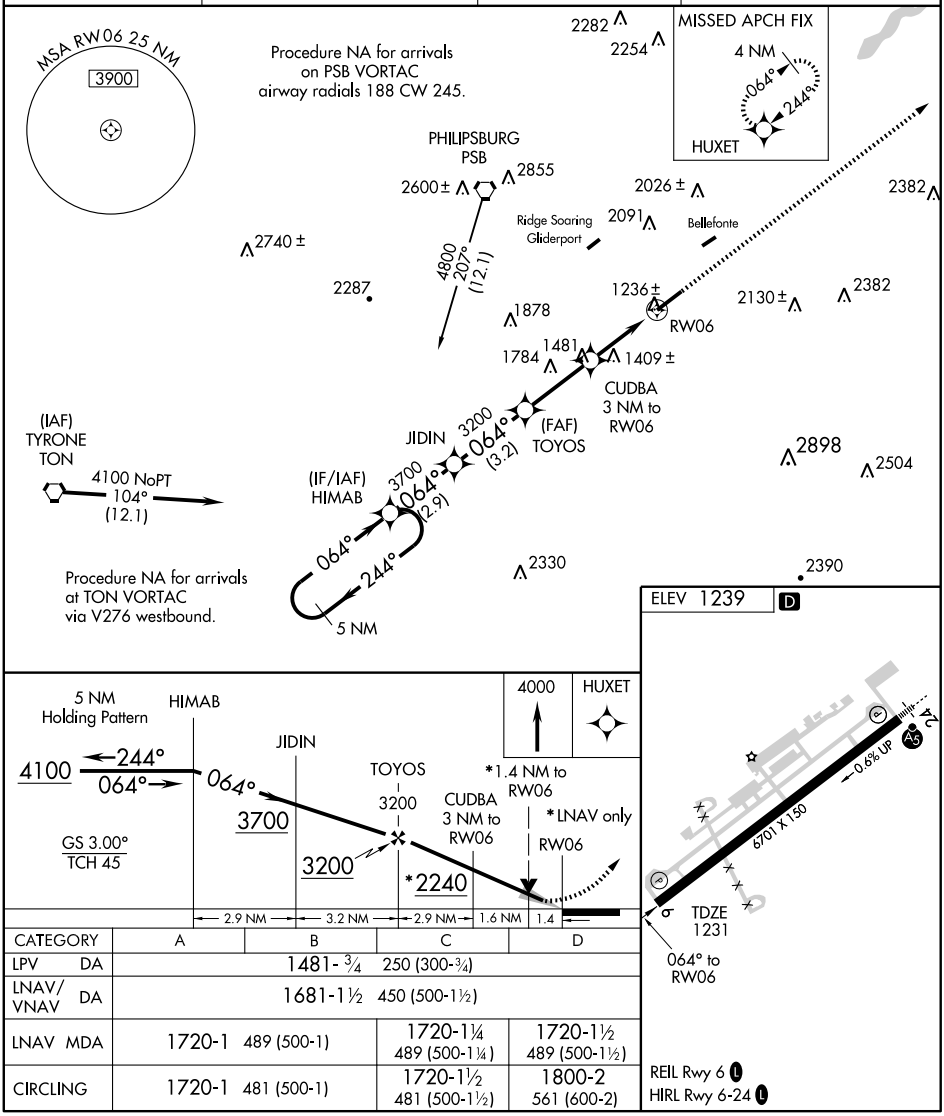
RNAV (GPS) RWY 6

STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1481- ¾ 250 (300-¾)			
LNAV/VNAV DA	1681-1½ 450 (500-1½)			
LNAV MDA	1720-1 489 (500-1)		1720-1¼ 489 (500-1¼)	1720-1½ 489 (500-1½)
CIRCLING	1720-1 481 (500-1)		1720-1½ 481 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6701
CH 61309	244°	TDZE	1218
W24A		Apt Elev	1239

RNAV (GPS) RWY 24

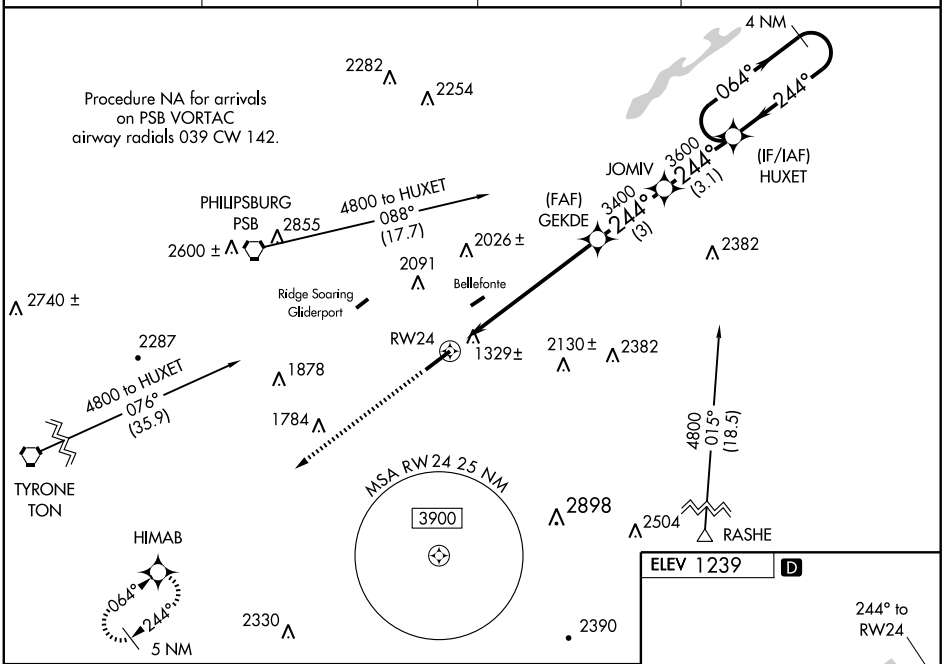
STATE COLLEGE/ UNIVERSITY PARK (UNV)

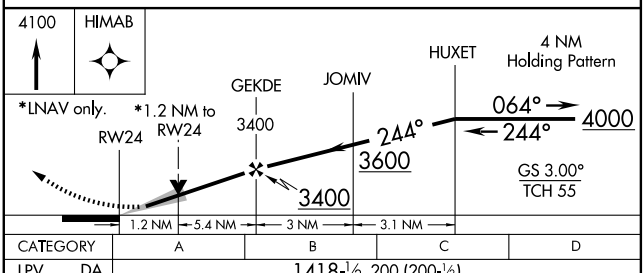
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

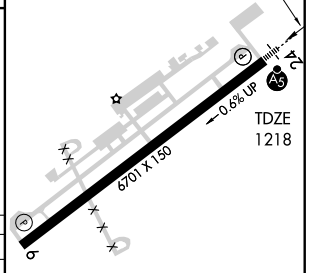
MALSR

MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1418-½ 200 (200-½)			
LNAV/VNAV DA	1635-1 417 (400-1)			
LNAV MDA	1620-½ 402 (400-½)		1620-¾ 402 (400-¾)	1620-1 402 (400-1)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PSB 115.5 Chan 102	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 1239

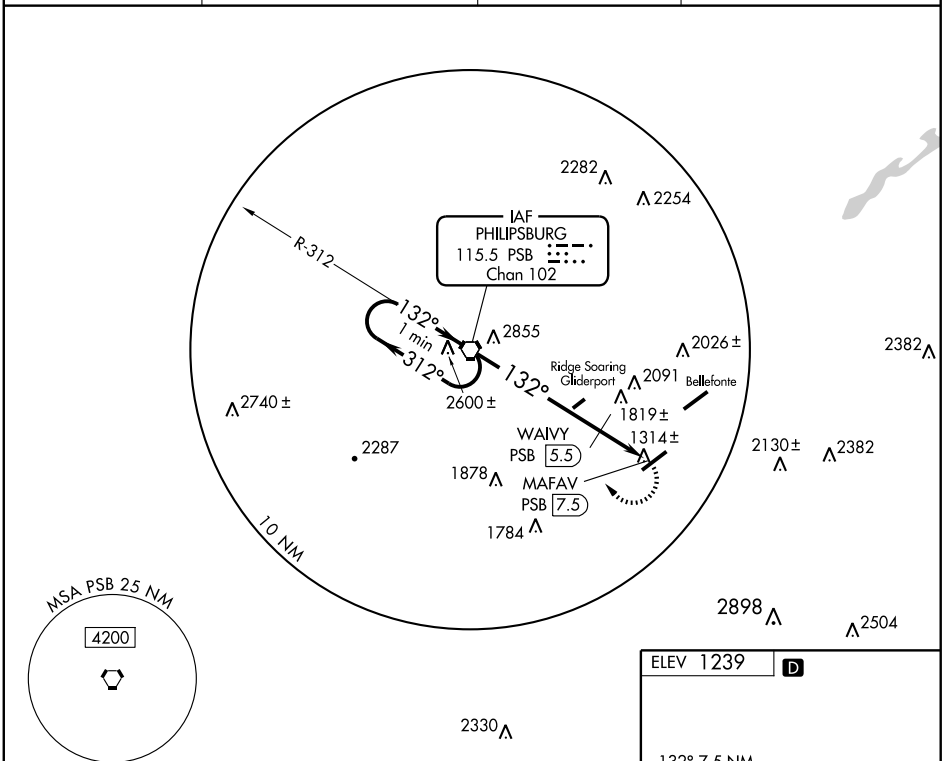
VOR-B

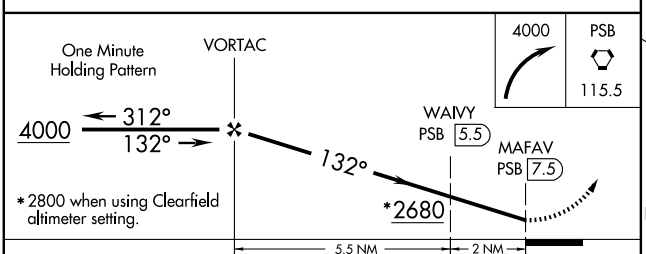
STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

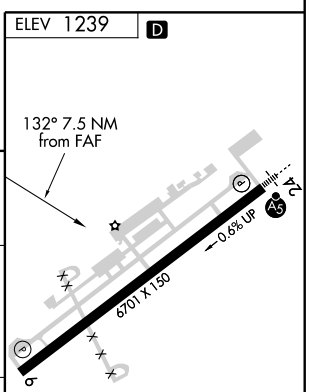
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3 1441 (1500-3)	
WAIVY FIX MINIMUMS				
CIRCLING	1960-1 721 (800-1)		1960-2 721 (800-2)	1960-2¼ 721 (800-2¼)



REIL Rwy 6 L
HIRL Rwy 6-24 L

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

STERLING

SPRING HILL (7Ø) 1 NW UTC−5(−4DT) N41°20.84′ W75°24.95′ NEW YORK
1729 B **FUEL** 100LL NOTAM FILE IPT L–30K, 33A, 34H
RWY 05–23: H2478X42 (ASPH) S–10 LIRL 2.4% up SW IAP
RWY 05: Thld dsplcd 400′. Hill. **RWY 23:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For svc after hrs call 570–242–5771. Rwy 05 CLOSED ldg SS–SR. Deer on and invof arpt. Winter months call for rwy conditions. ACTIVATE LIRL Rwy 05–23 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 169° 8.3 NM to fld. 2320/10W.

STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (ØP2) 3 NW UTC−5(−4DT) N39°47.69′ W76°38.83′ WASHINGTON
1000 S4 NOTAM FILE IPT
RWY 15–33 1000X100 (TURF)
RWY 15: Thld dsplcd 200′. Tree. Rgt tfc. **RWY 33:** Thld dsplcd 500′. Tree.
RWY 06–24 ULTRALIGHT: 1000X100 (TURF)
RWY 06: ULTRALIGHT: Trees. **RWY 24 ULTRALIGHT:** Thld dsplcd 183′. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Extensive ultralgt activity on and invof arpt. Ultralgts must use Rwy 06U–24U. Major airframe and powerplant repair for light sport acft only. Rwy 33 nstd dsplcd thld marked with one white patio block each side. Dsplcd thlds marked with one white paver each side.
COMMUNICATIONS: CTAF 122.9

STONYFORK N41°41.72′ W77°25.19′ NOTAM FILE IPT. DETROIT
(L) VOR/DME 108.6 SFK Chan 23 036° 2.2 NM to Wellsboro Johnston. 1985/08W. H–10H, L–30J
RCO 122.1R 108.6T (WILLIAMSPORT RADIO)

STOTTLE MEM HELIPORT (See HONEY GROVE)

STOYSTOWN N40°05.14′ W78°54.99′ NOTAM FILE AOO. DETROIT
NDB (MHW) 209 SYS 246° 5.3 NM to Somerset Co. Unusable 090°–150°beyond 20 NM. L–29D

STROH N40°36.89′ W77°43.08′ NOTAM FILE IPT. DETROIT
NDB (MHW/LOM) 407 RV 058° 5.6 NM to Mifflin Co. L–30J
NDB unmonitored.

STROUDSBURG–POCONO (See EAST STROUDSBURG)

SUNBURY

SUNBURY (71N) 2 NE UTC−5(−4DT) N40°53.51′ W76°46.73′ NEW YORK
450 S2 NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
RWY 05: Thld dsplcd 1050′. Trees. **RWY 23:** Tree.
AIRPORT REMARKS: Attended irregularly. Glider ops on and in vicinity of arpt. Mountain 560 ft AGL .5 miles east apch end Rwy 23. Treeline borders south end. Rwy 05–23 outlined with white patio blocks.
COMMUNICATIONS: CTAF 122.9

SUNBURY SPB (H11) 3 NE UTC−5(−4DT) N40°54.79′ W76°43.98′ NEW YORK
430 S2 **FUEL** 100LL NOTAM FILE IPT
WATERWAY 07–25: 5000X250 (WATER)
WATERWAY 25: Rgt tfc.
SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. Rwy 07–25 –ridge line of 850 ft MSL running parallel to rwy on S side.
COMMUNICATIONS: CTAF 122.9

TIDIOUTE N41°42.78′ W79°25.04′ NOTAM FILE AOO. DETROIT
(L) VORTAC 117.6 TDT Chan 123 256° 15.9 NM to Titusville. 1710/09W. L–30H
DME unusable 041°–051° byd 30 NM blo 4000′; 305°–340° byd 24 NM blo 3500′; 340°–005° byd 24 NM blo 5000′.
RCO 122.1R 117.6T (ALTOONA RADIO)

RNAV (GPS)-A

STERLING / SPRING HILL (7ØN)

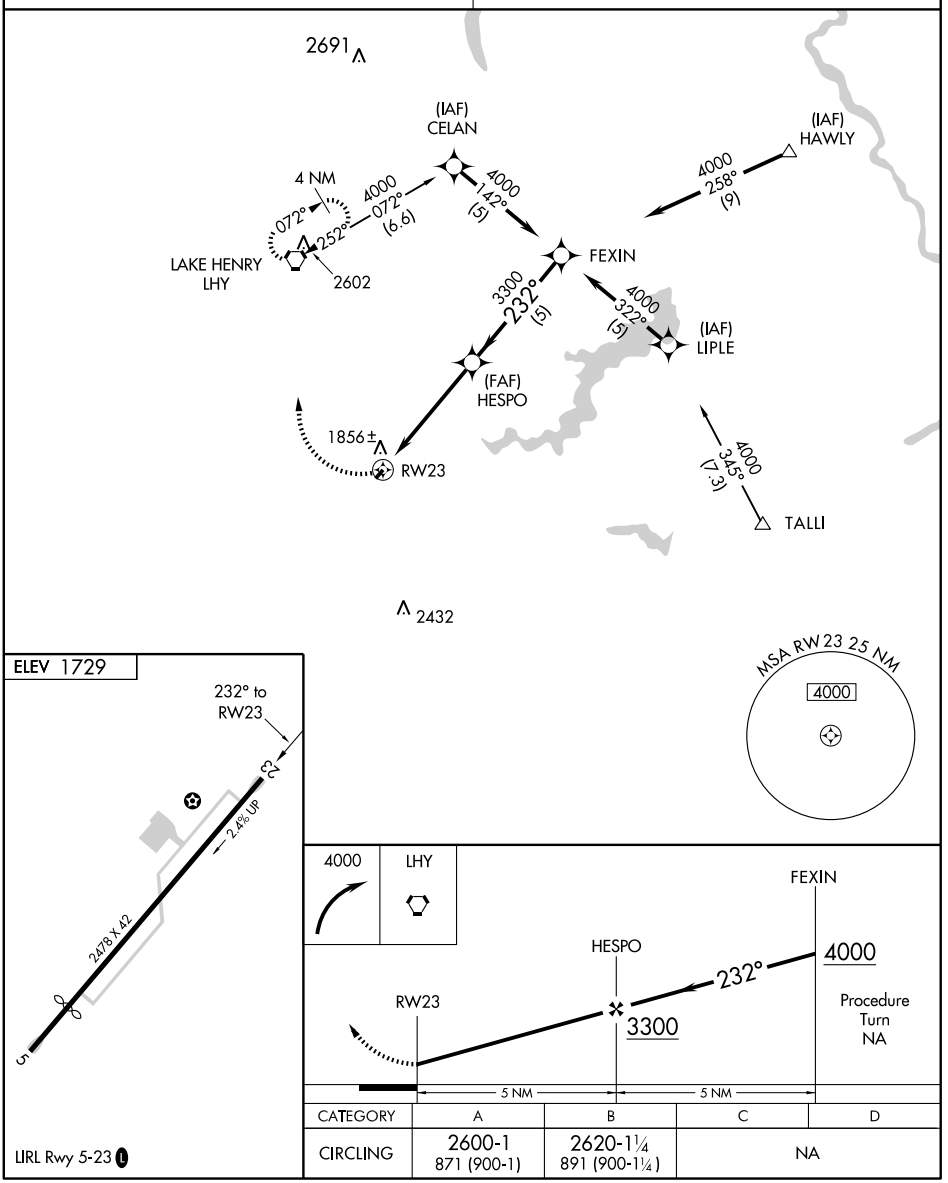
APP CRS	Rwy Idg	N/A
232°	TDZE	N/A
	Apt Elev	1729

Use Wilkes-Barre/Scranton Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF (L)
126.3 256.7	122.9



CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

LIRL Rwy 5-23 (L)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LHY 110.8 Chan 45	APP CRS 167°	Rwy Idg N/A TDZE N/A Apt Elev 1729

VOR-B

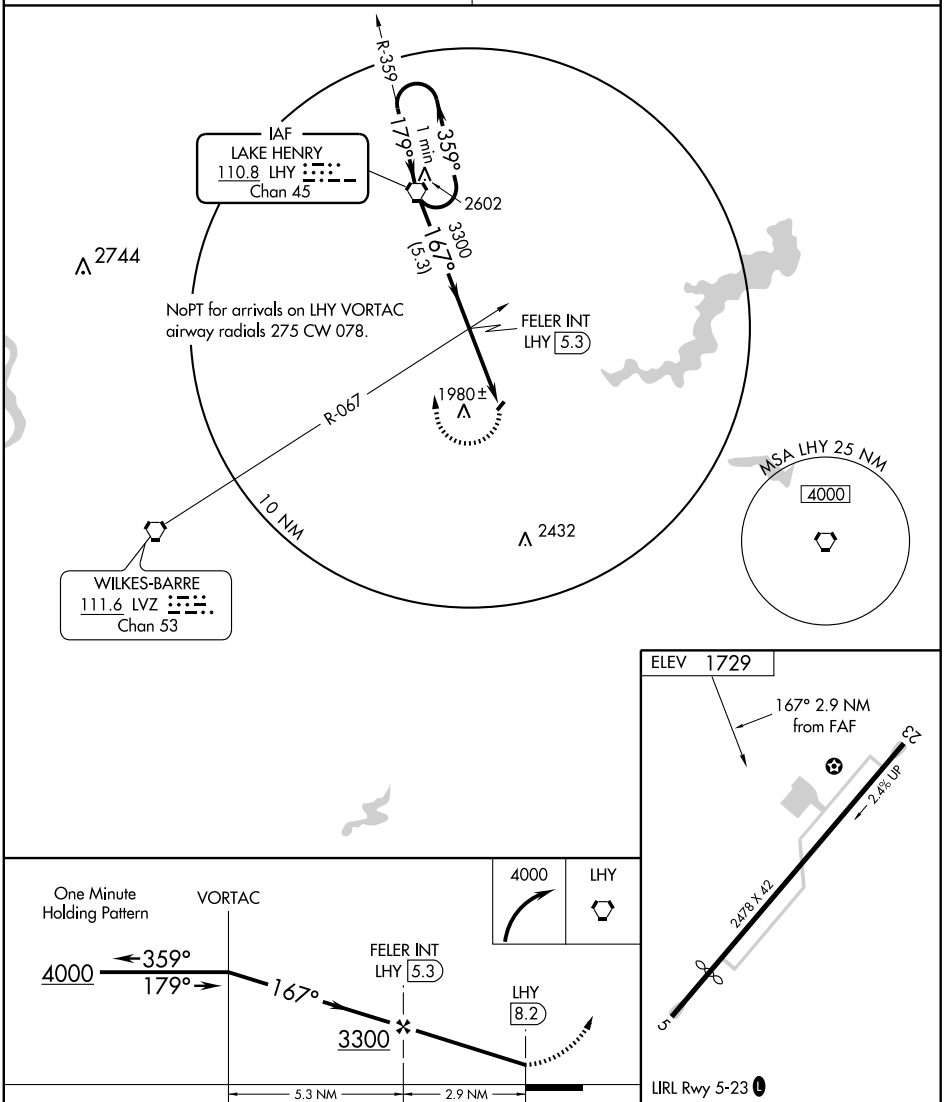
STERLING/ SPRING HILL (7ØN)

NA

Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF (L)
126.3 256.7	122.9



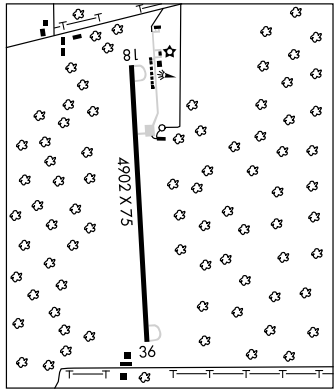
CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-4, 21 OCT 2010 to 18 NOV 2010

TITUSVILLE (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 18–36: H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
COMMUNICATIONS: CTAF 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

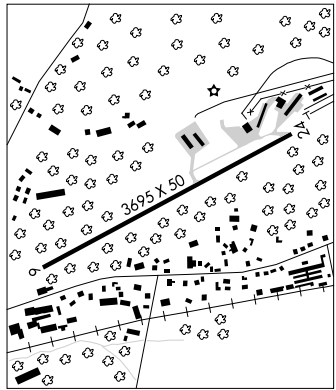


TOTAL RF HELIPORT (See BENSALEM)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
RWY 06–24: H3695X50 (ASPH) LIRL (NSTD)
RWY 06: Trees. **RWY 24:** Building.
AIRPORT REMARKS: Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
COMMUNICATIONS: CTAF/UNICOM 123.05
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



VOR FKL 109.6	APP CRS 033°	Rwy Idg N/A TDZE N/A Apt Elev 1600

VOR or GPS-A

TITUSVILLE (6G1)

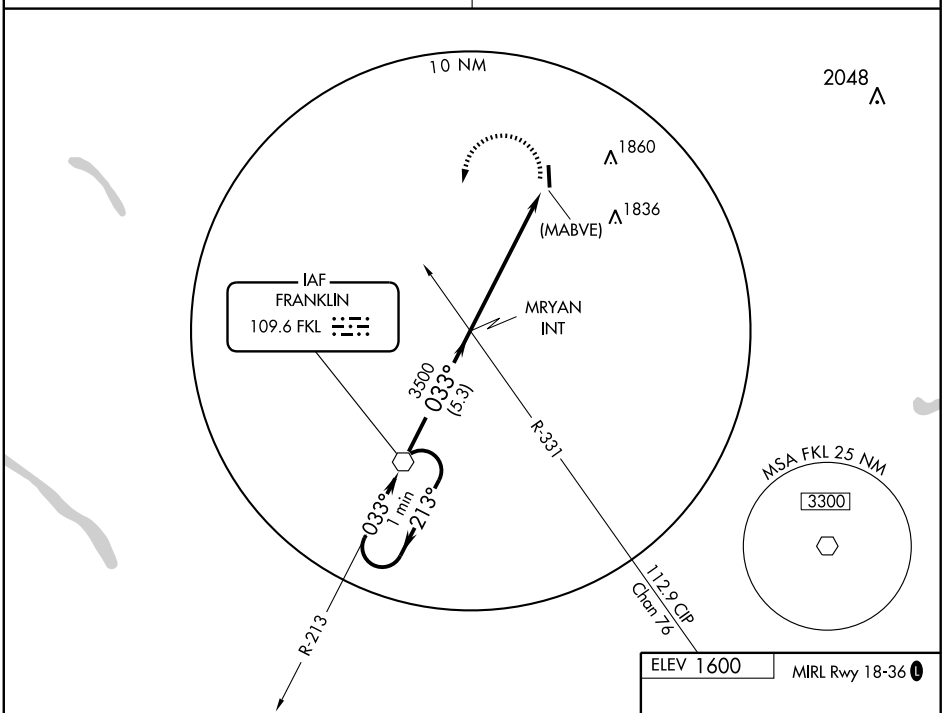
T
A NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

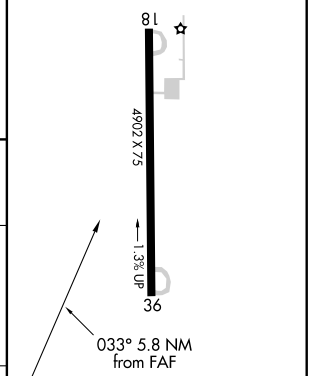
YOUNGSTOWN APP CON ★
133.95 322.3

CTAF
122.9 L

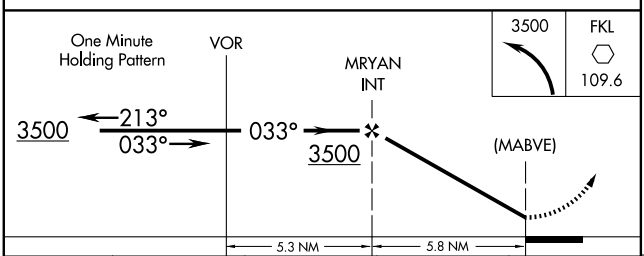


ELEV 1600

MIRL Rwy 18-36 L



NoPT for arrivals on FKL VOR airway radials 140 CW 281.



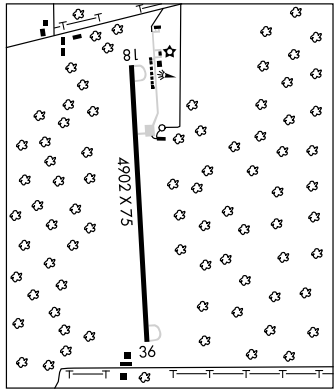
CATEGORY	A	B	C	D
CIRCLING	2200-1 600 (600-1)		2200-1½ 600 (600-1½)	2260-2 660 (700-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TITUSVILLE (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 18–36: H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
COMMUNICATIONS: CTAF 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

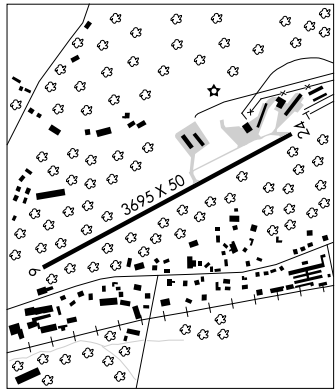


TOTAL RF HELIPORT (See BENSALEM)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
RWY 06–24: H3695X50 (ASPH) LIRL (NSTD)
RWY 06: Trees. **RWY 24:** Building.
AIRPORT REMARKS: Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
COMMUNICATIONS: CTAF/UNICOM 123.05
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



VORTAC MXE 113.2 Chan 79	APP CRS 230°	Rwy Idg 3695 TDZE 436 Apt Elev 436

VOR RWY 24

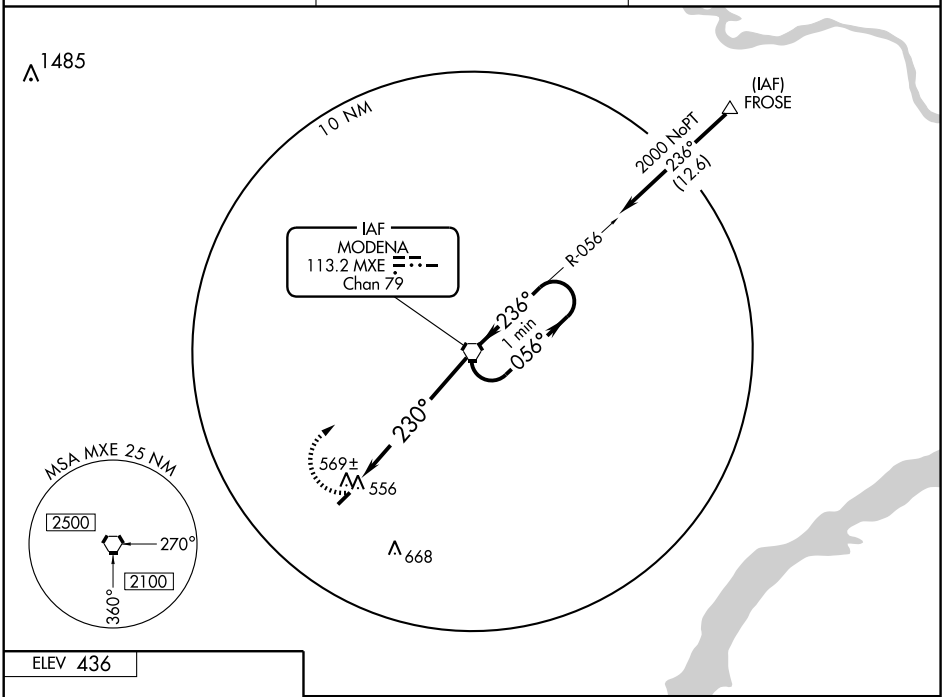
TOUGHKENAMON/ NEW GARDEN (N57)

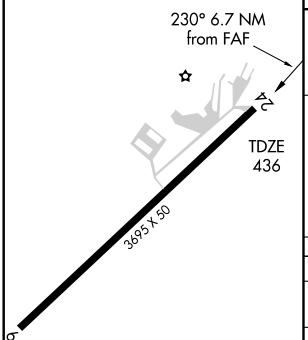
NA

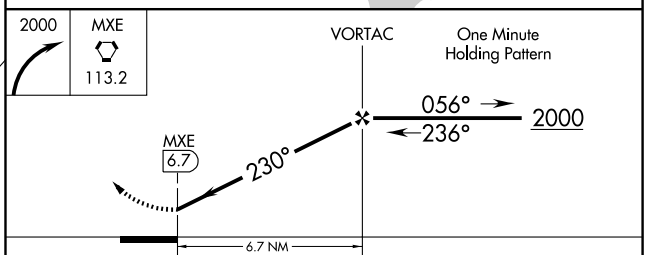
Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
124.35 319.15	125.6	123.05 (CTAF)







CATEGORY	A	B	C	D
S-24	940-1	504 (600-1)	940-1½ 504 (600-1½)	NA
CIRCLING	960-1	524 (600-1)	960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1	584 (600-1)	1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1	604 (700-1)	1040-1¾ 604 (700-1¾)	NA

LIRL Rwy 6-24

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TOWANDA

BRADFORD CO (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

RWY 05–23: H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

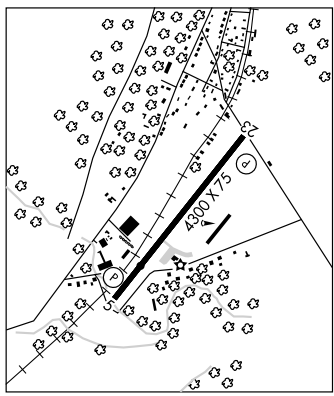
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.



TOWER CITY

BENDIGO (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

RWY 05–23: H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

AIRPORT REMARKS: Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

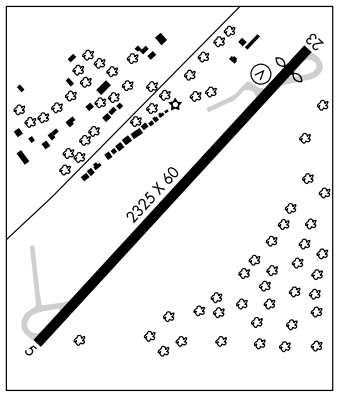
COMMUNICATIONS: CTAF 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

RWY 01–19: H2007X50 (ASPH) S–12.5

RWY 01: Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

TYRONE N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

RCO 122.1R 114.9T (ALTOONA RADIO)

RNAV (GPS) RWY 23

TOWANDA/ BRADFORD COUNTY (N27)

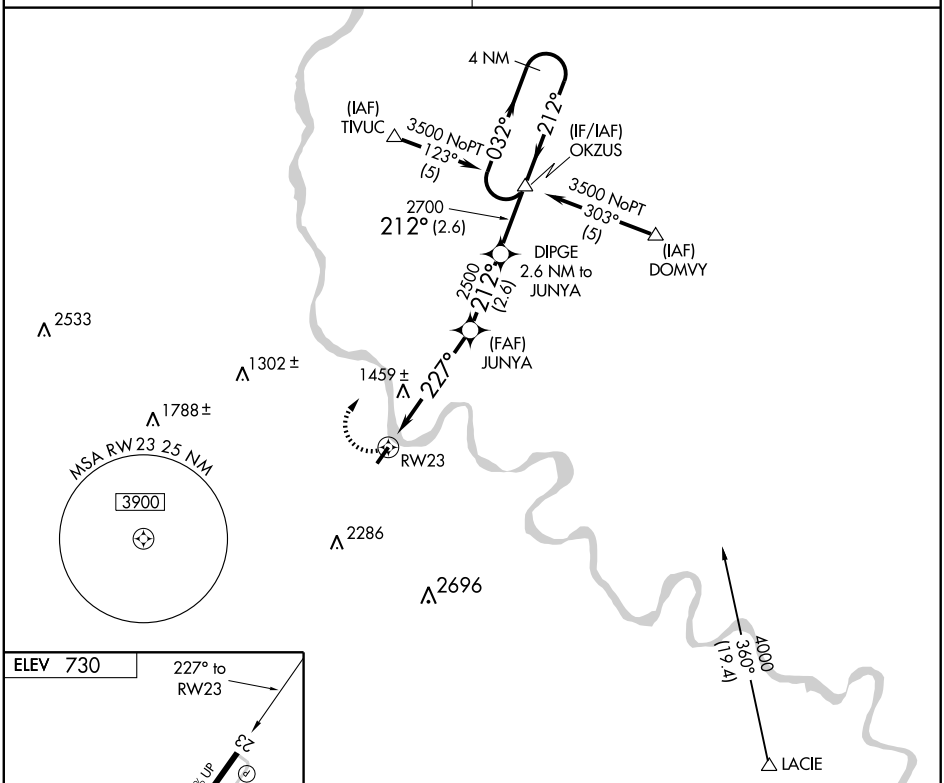
APP CRS	Rwy Idg	4300
227°	TDZE	733
	Apt Elev	730

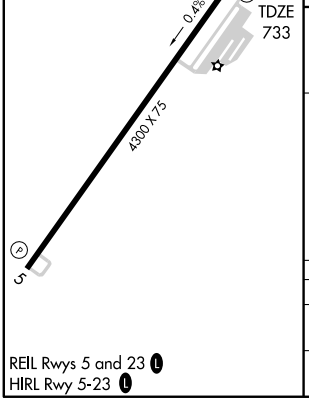
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

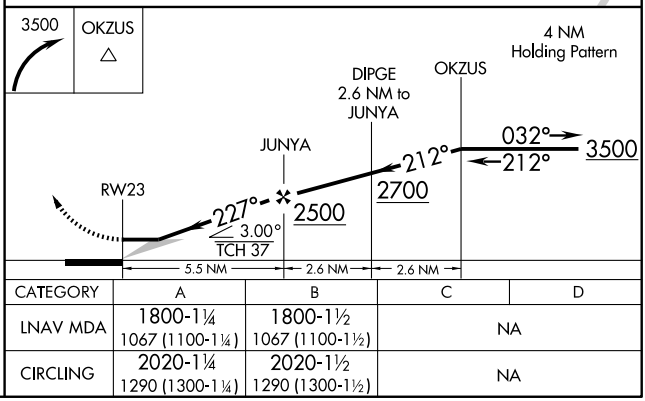
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
118.6 257.625

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 1067 (1100-1¼)	1800-1½ 1067 (1100-1½)	NA	
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA	

REIL Rwys 5 and 23 L
HIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TOWANDA

BRADFORD CO (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

RWY 05–23: H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

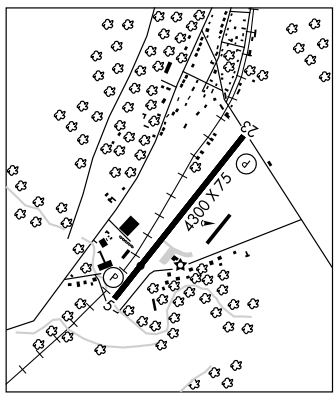
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.



TOWER CITY

BENDIGO (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

RWY 05–23: H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

AIRPORT REMARKS: Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

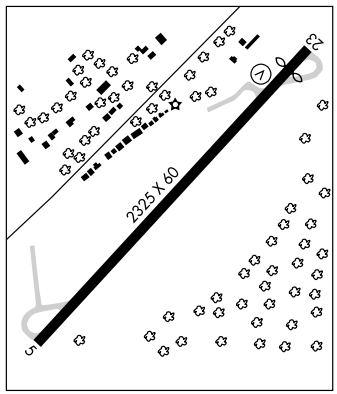
COMMUNICATIONS: CTAF 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

RWY 01–19: H2007X50 (ASPH) S–12.5

RWY 01: Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

TYRONE N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

RCO 122.1R 114.9T (ALTOONA RADIO)

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	791

RNAV (GPS)-A

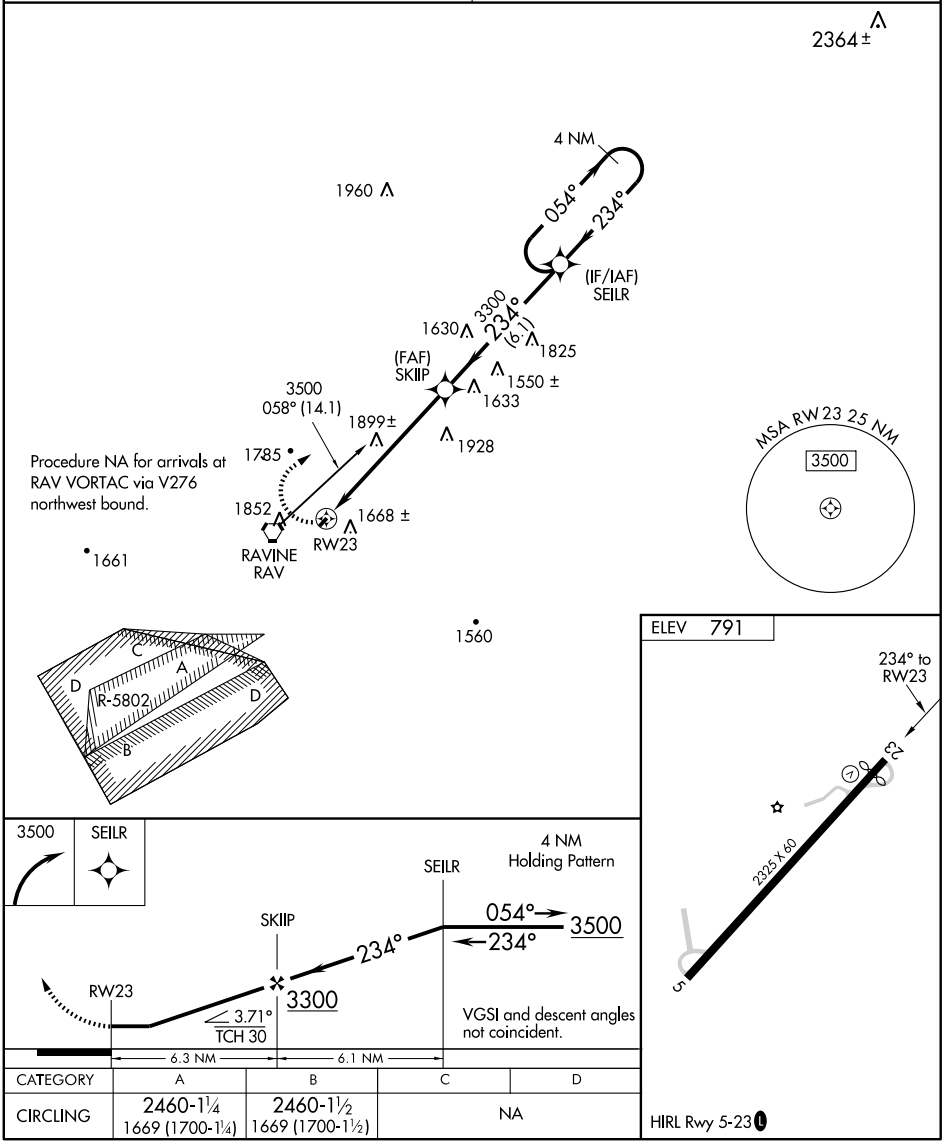
TOWER CITY/ BENDIGO (74N)

T
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

HARRISBURG APP CON	CTAF
126.45 269.45	122.9 L



CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	

HIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC−5(−4DT) N40°53.04′ W77°54.43′ DETROIT

815 **FUEL** 100LL NOTAM FILE AOO

RWY 07–25: 3322X150 (ASPH–TURF)

RWY 07: Thld dsplcd 725′. Tree. **RWY 25:** Thld dsplcd 470′. Trees.

AIRPORT REMARKS: Attended Mar–Nov 1400–2200Z‡. Designated gliderport. Ditch obstructs turf ldg sfc 1738 ft inbound from Rwy 25. Rwy 07 end and sides marked with yellow cones. Rwy 25 turf area mowed but aprch end and thld unmarked. W end Rwy 07–25 1367 ft by 100 ft turf; east end rwy 345 ft by 100 ft turf; center portion contains asph/grvl strip 1953 ft by 20 ft both north and south side. Marked with yellow cones. Rwy 07–25 centerline runs along south edge of paved strip.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Communications with arpt avbl on 123.3 Aviation Instructional frequency.

UNIVERSITY PARK (See STATE COLLEGE)

VANSANT (See ERWINNA)

VENANGO RGNL (See FRANKLIN)

WASHINGTON CO (AFJ) 3 SW UTC−5(−4DT) N40°08.19′ W80°17.41′ DETROIT

1184 S4 **FUEL** 100LL, JET A OX 1,3 NOTAM FILE AFJ H–10H, 12I, L–29C

RWY 09–27: H5000X100 (ASPH) S–40, D–60, 2D–90 HIRL IAP

RWY 09: Trees.

RWY 27: REIL. Hill.

AIRPORT REMARKS: Attended 1100–0200Z‡. Deer and turkey on and invof rwy. 185′ hill/trees 3209′ from thld Rwy 09. 282′ hill/trees 6978′ from thld Rwy 27. HIRL Rwy 09–27 and REIL Rwy 27 opr dusk–0200Z‡; after 0200Z‡ ACTIVATE—CTAF. VASI Rwys 09 and 27 opr 24 hrs. Rwy 27 VASI restricted to category A and B acft only.

WEATHER DATA SOURCES: AWOS–3 119.175 (724) 228–3529.

COMMUNICATIONS: CTAF/UNICOM 122.8

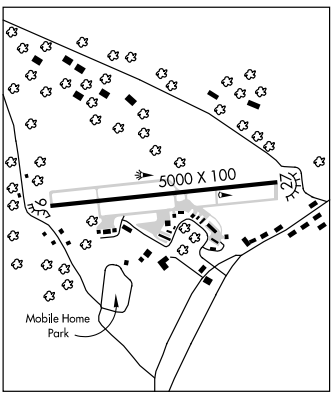
Ⓡ **PITTSBURGH APP/DEP CON** 119.35 **CLNC DEL** 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 242° 14.3 NM to fld. 1290/09W. **HIWAS.**

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 127° 14.8 NM to fld. 1269/07W. NOTAM FILE HLG.

ILS/DME 110.3 I–AFJ Chan 40 Rwy 27. (LOC only).



WATTSBURG

ERIE CO (3G1) 3 NW UTC−5(−4DT) N42°02.67′ W79°51.24′ DETROIT

1450 **FUEL** 80 NOTAM FILE AOO L–30H

RWY 09–27: H3030X60 (ASPH) S–12.5

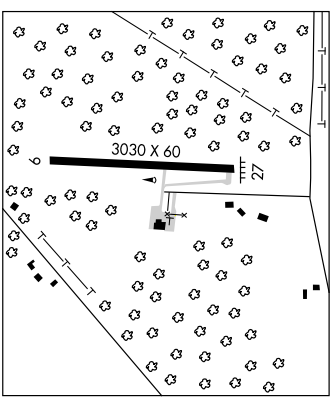
RWY 09: Trees.

AIRPORT REMARKS: Unattended. Groundskeeper on station, no svcs. Small birds and deer on and invof rwy. For arpt conditions 25 Dec–31 Mar ctc arpt manager 814–739–2456.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

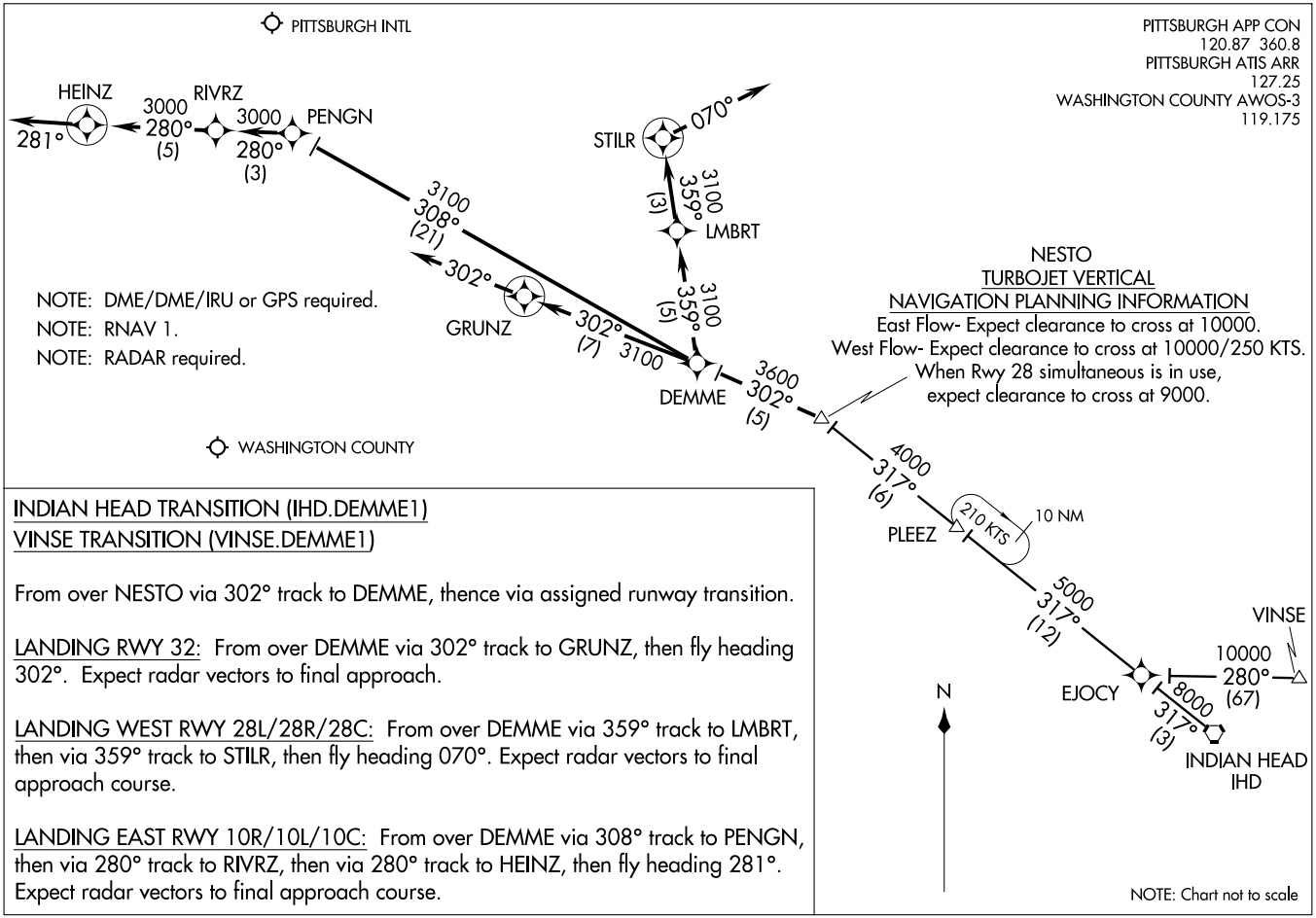
ERIE (L) VORTAC 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 091° 19.7 NM to fld. 800/06W.



DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

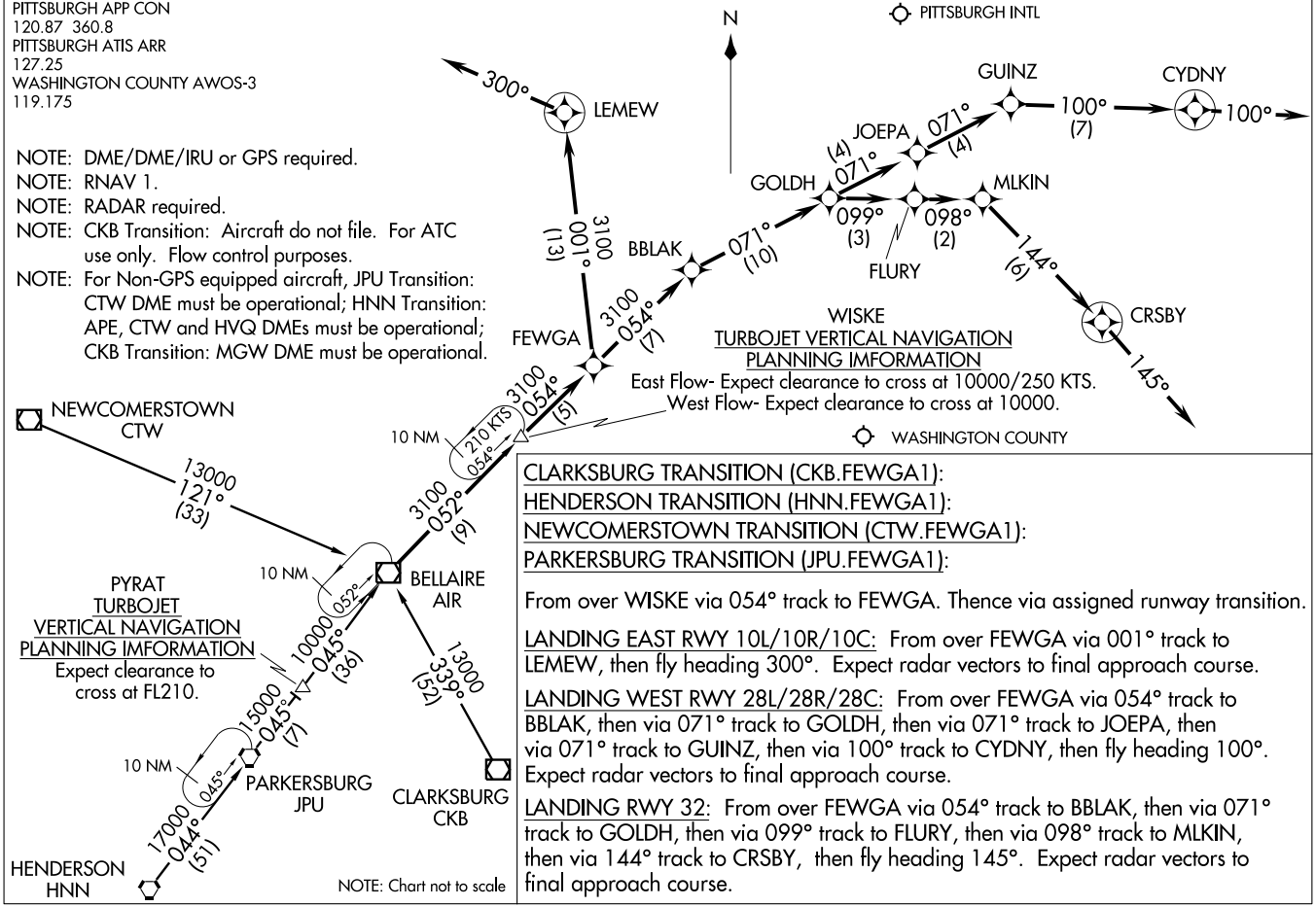
(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

LOC/DME I-AFJ	APP CRS	Rwy Idg 5000
110.3	273°	TDZE 1184
Chan 40		Apt Elev 1184

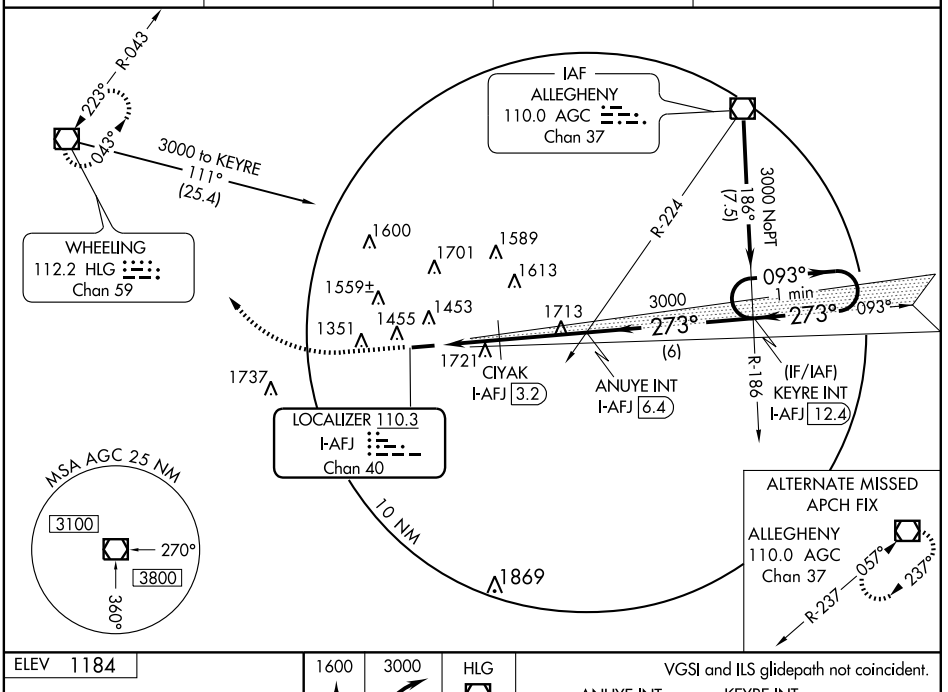
ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

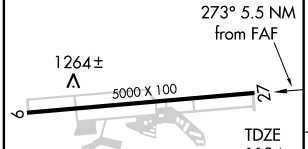
NA

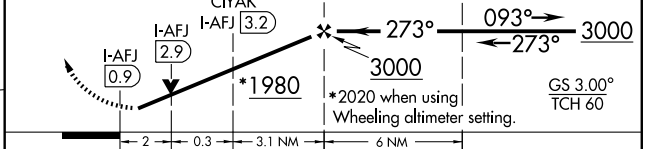
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF)



ELEV 1184





HIRL Rwy 9-27
REIL Rwy 27

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

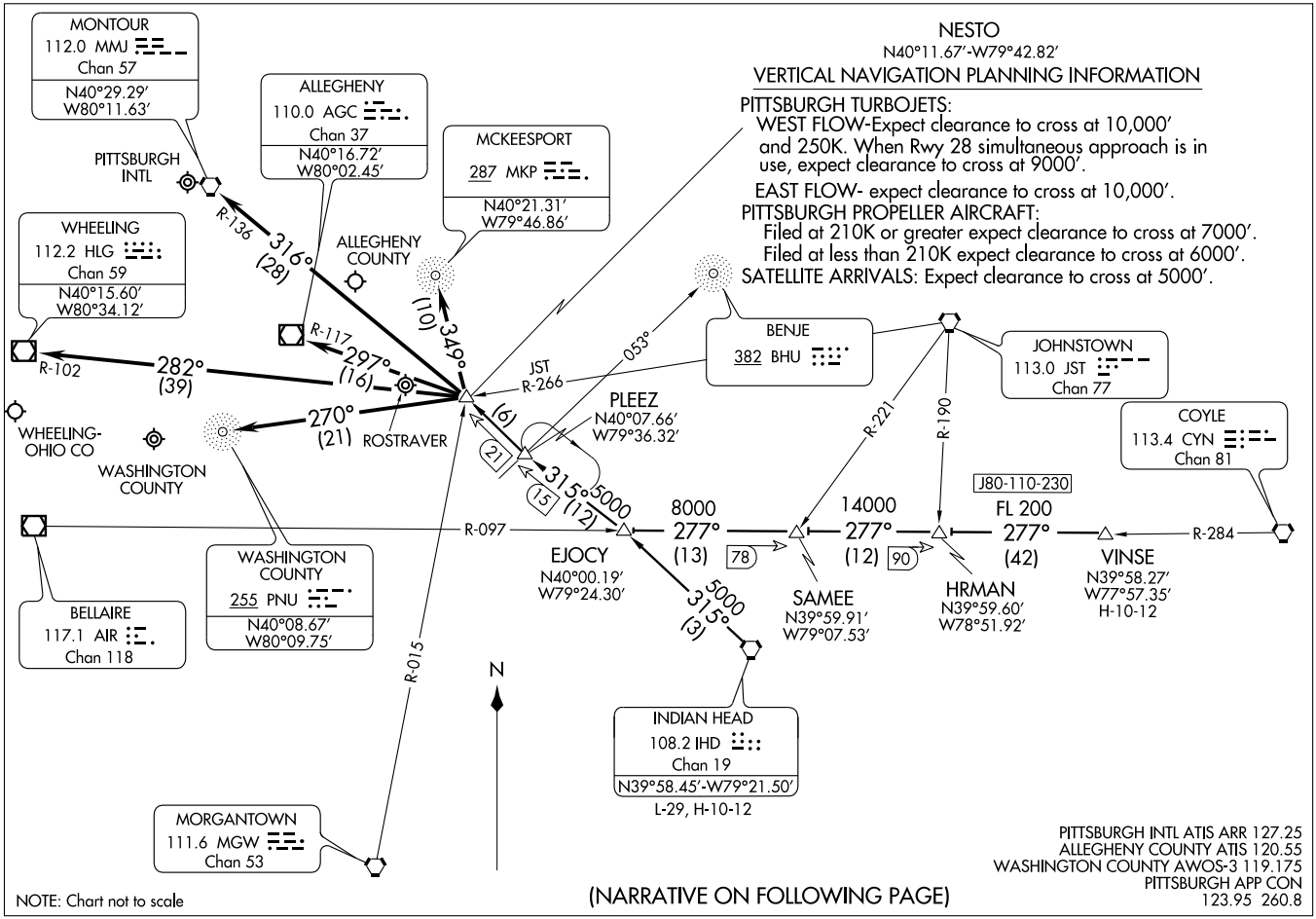
CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

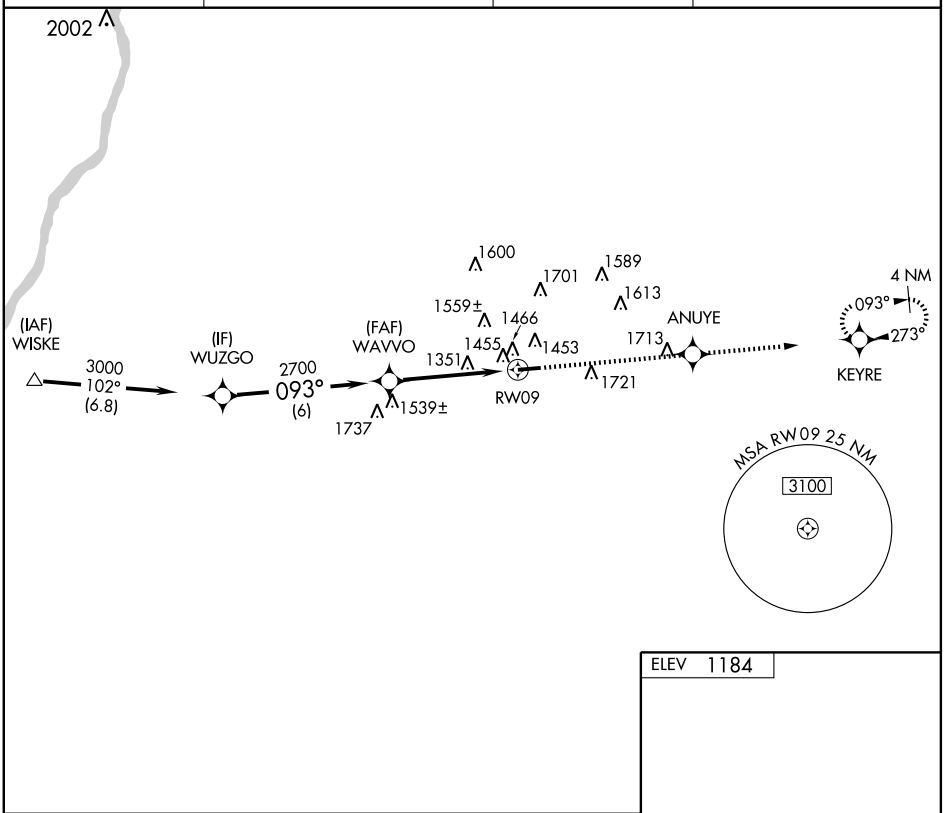
APP CRS		
093°	Rwy Idg	5000
	TDZE	1184
	Apt Elev	1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 536 (600-1)		1720-1½ 536 (600-1½)	1720-1¾ 536 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

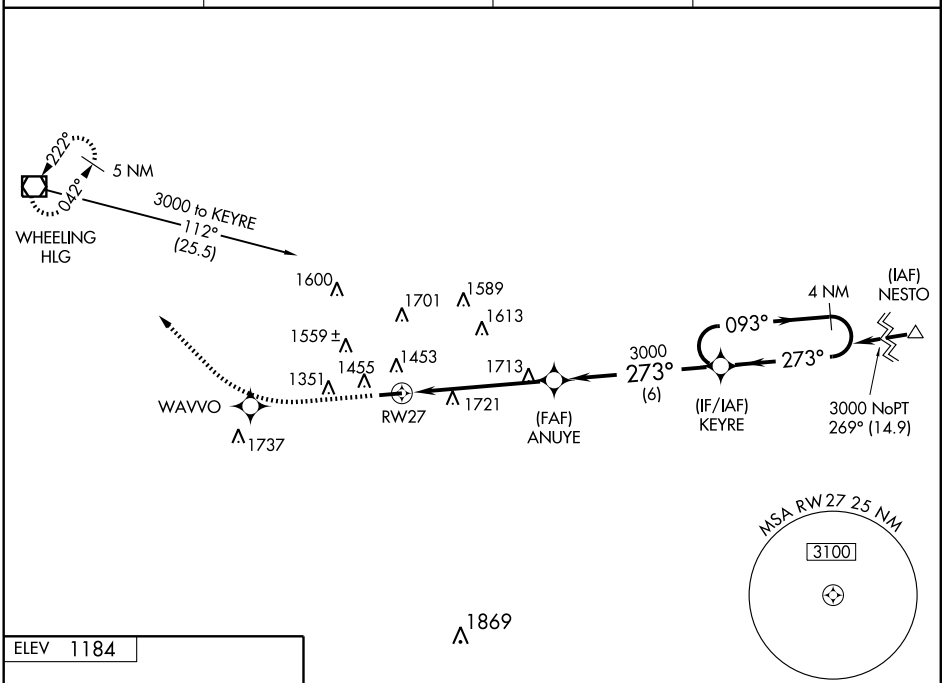
WAAS	APP CRS	Rwy Idg	5000
CH 90107	273°	TDZE	1184
W27A		Apt Elev	1184

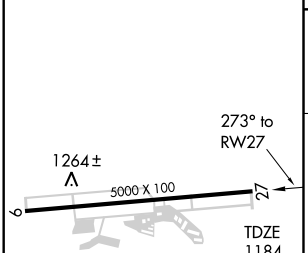
RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

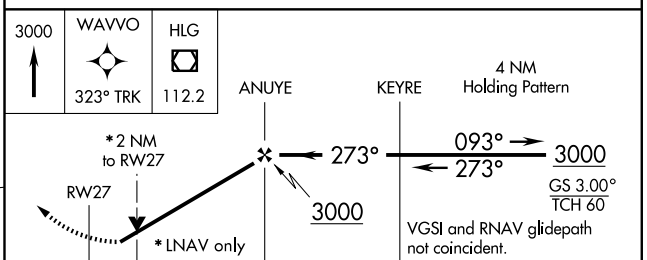
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1690-1¾ 506 (600-1¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1¾ 796 (800-1¾)		1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAYNESBURG

GREENE CO (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

RWY 09–27: H3500X75 (ASPH) S–12 MIRL **IAP**

RWY 09: Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

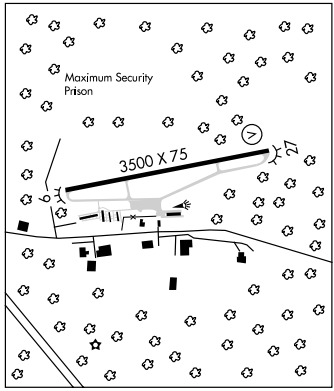
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**



WELLSBORO

WELLSBORO JOHNSTON (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

RWY 10–28: H3597X60 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

RWY 05–23: 2500X100 (TURF)

RWY 05: Tank. **RWY 23:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

WAAS	APP CRS	Rwy Idg	3500
CH 45806	088°	TDZE	1069
W09A		Apt Elev	1069

RNAV (GPS) RWY 9

WAYNESBURG/ GREENE COUNTY (WAY)

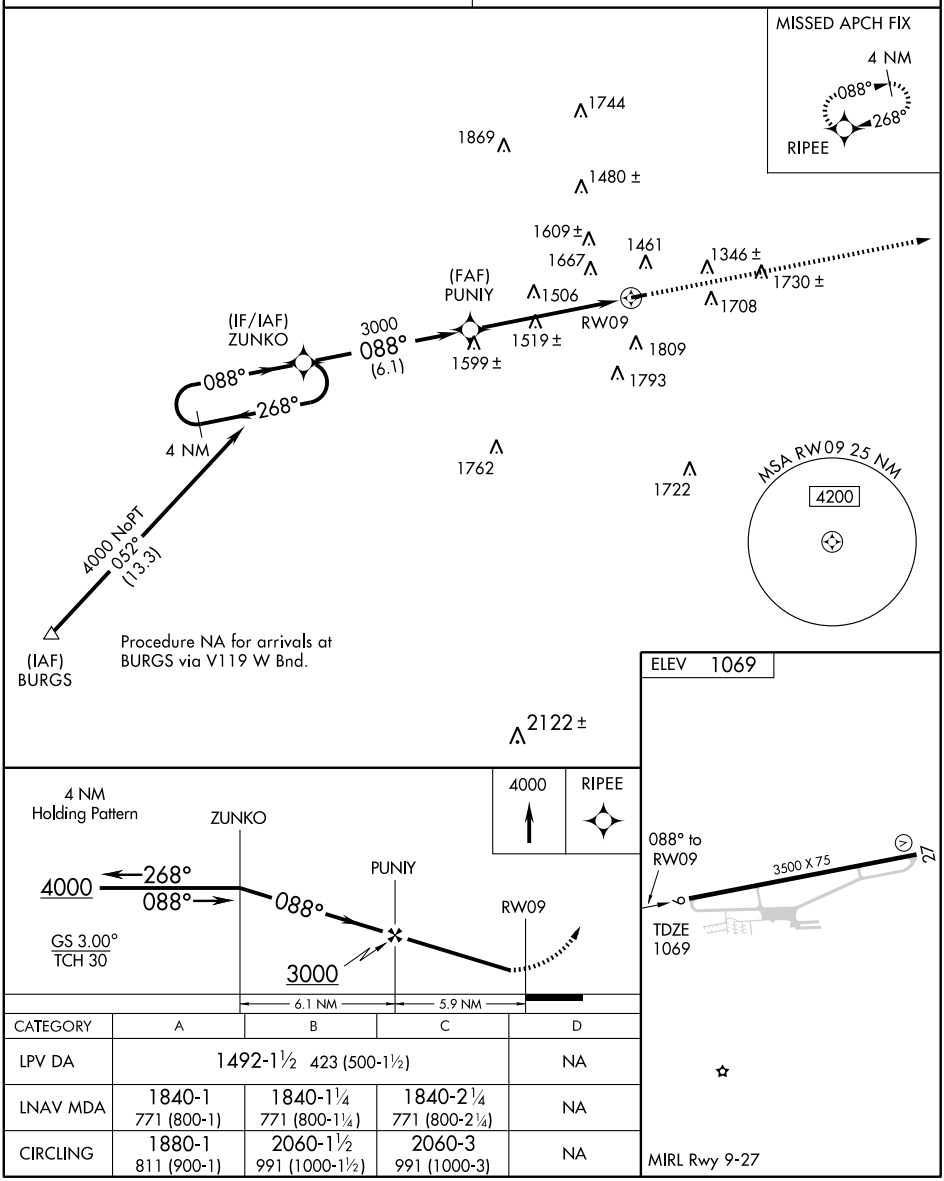
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

APP CRS	Rwy Idg	3500
268°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) RWY 27

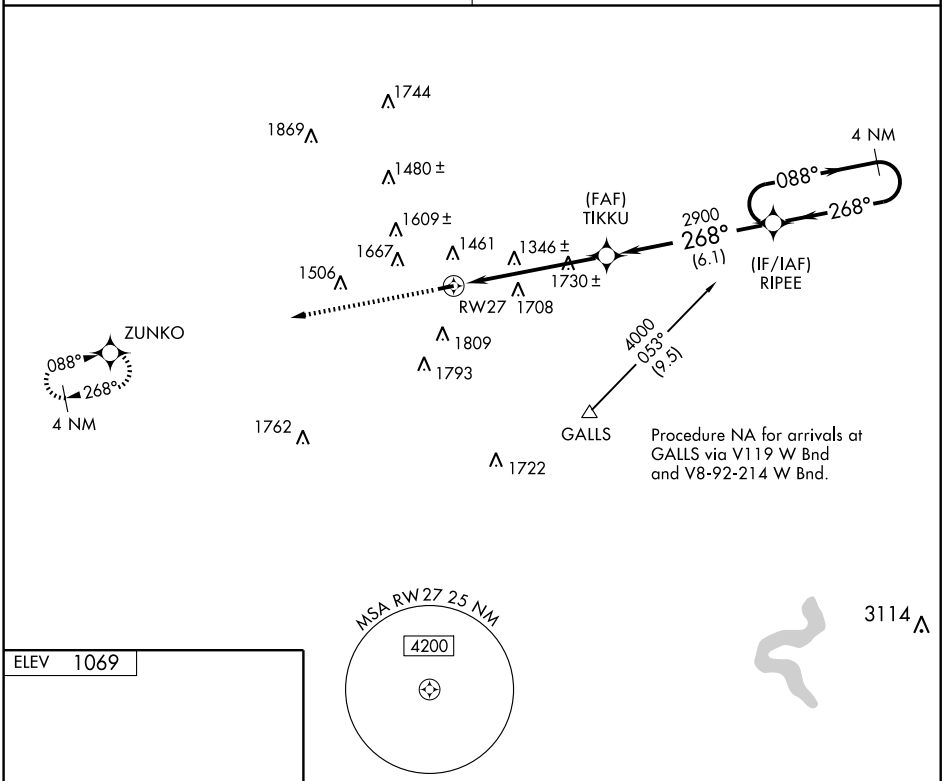
WAYNESBURG/ GREENE COUNTY (WAY)

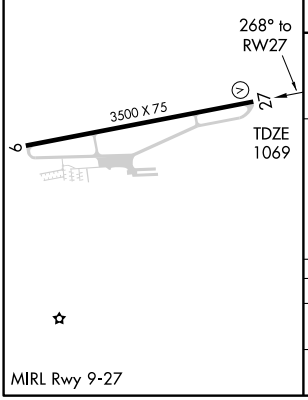
T
NA

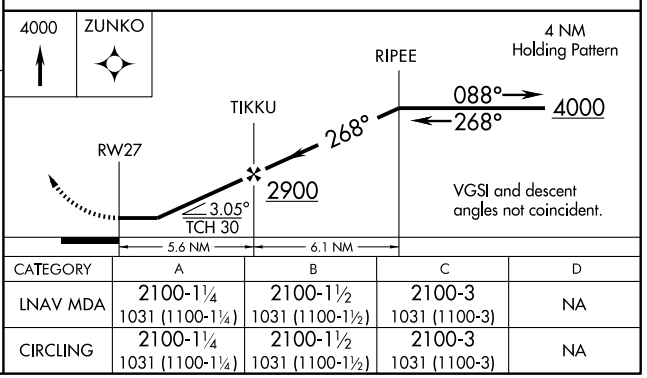
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAYNESBURG

GREENE CO (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

RWY 09–27: H3500X75 (ASPH) S–12 MIRL **IAP**

RWY 09: Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

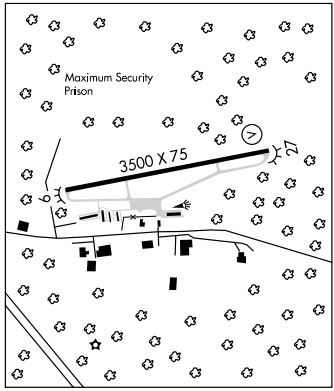
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**



WELLSBORO

WELLSBORO JOHNSTON (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

RWY 10–28: H3597X60 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

RWY 05–23: 2500X100 (TURF)

RWY 05: Tank. **RWY 23:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	3600
279°	TDZE	1899
	Apt Elev	1899

GPS RWY 28
WELLSBORO JOHNSTON (N38)

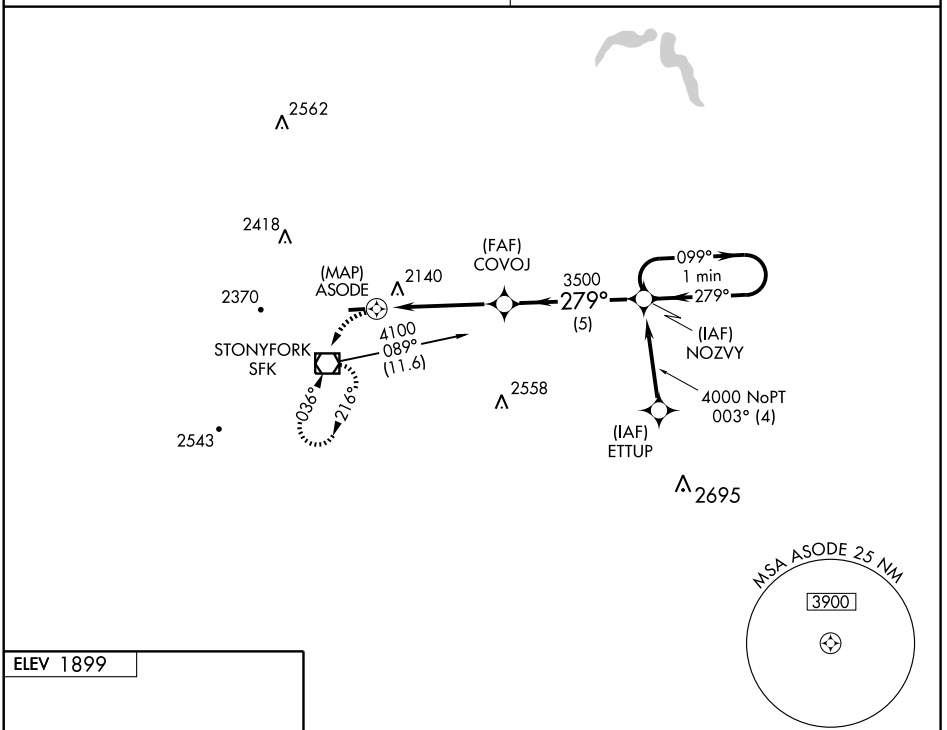
NA

Use Elmira, NY altimeter setting.

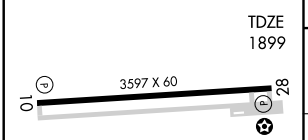
MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★
119.45 257.8

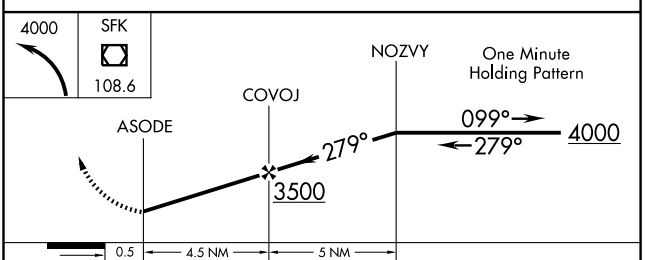
UNICOM
122.8 (CTAF) L



ELEV 1899



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
S-28	2680-1 781 (800-1)	2680-1¼ 781 (800-1¼)	2680-2¼ 781 (800-2¼)	NA
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME SFK 108.6 Chan 23	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 1899

VOR or GPS-A

WELLSBORO JOHNSTON (N38)

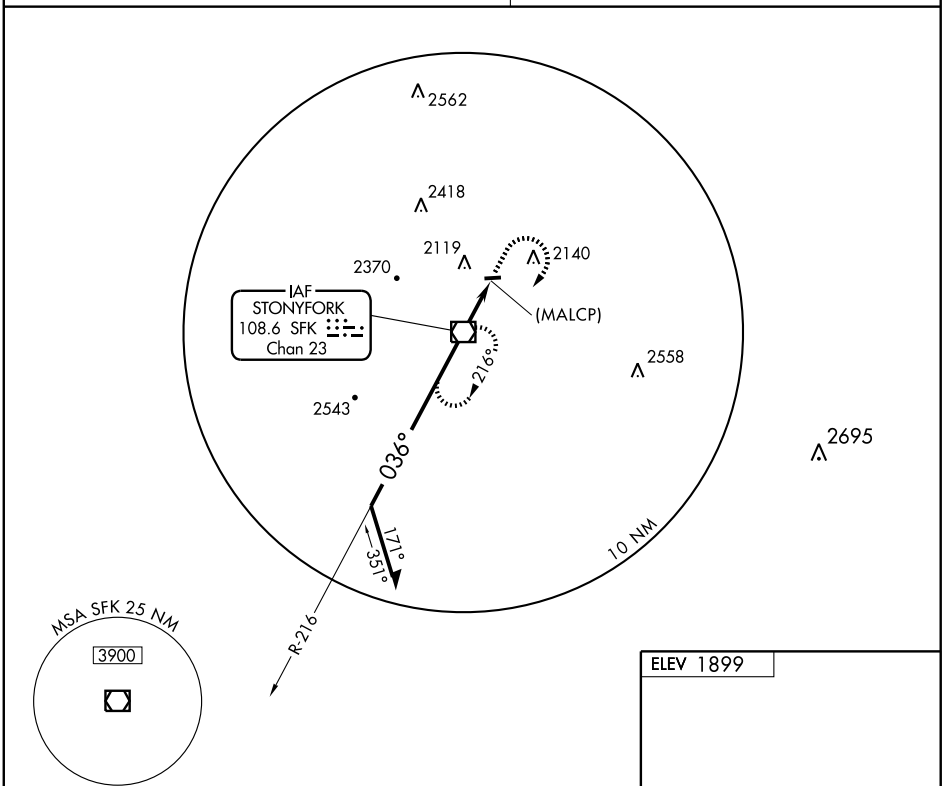
NA

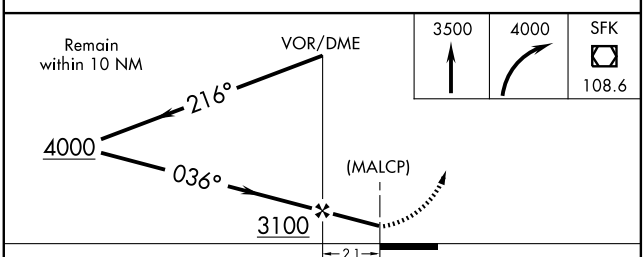
Use Elmira, NY altimeter setting.

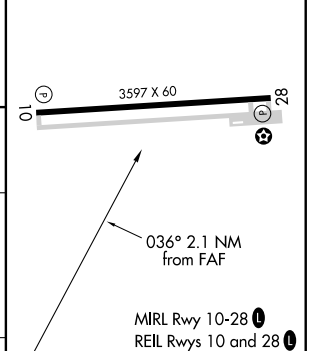
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★ 119.45 257.8

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 21 OCT 2010 to 18 NOV 2010

WEST CHESTER

BRANDYWINE (OQN) 3 NE UTC−5(−4DT) N39°59.41′ W75°34.92′ **WASHINGTON**

466 B S6 **FUEL** 100LL, JET A TPA—1501(1035) NOTAM FILE IPT **L–34G, A**

RWY 09–27: H3347X50 (ASPH) S–10 LIRL **IAP**

RWY 09: Thld dsplcd 125′. Trees. Rgt tfc.

RWY 27: PAPI(P2L)—GA 3.0° TCH 15′. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. For svc after hrs ctc 484–832–3476. Birds and deer on and invof arpt. Tfc departing Rwy 27 turn right 10° until reaching 1200′ MSL to avoid mansion left and homes right. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 09–27, PAPI Rwy 27—CTAF. Ldg fee commercial ops only.

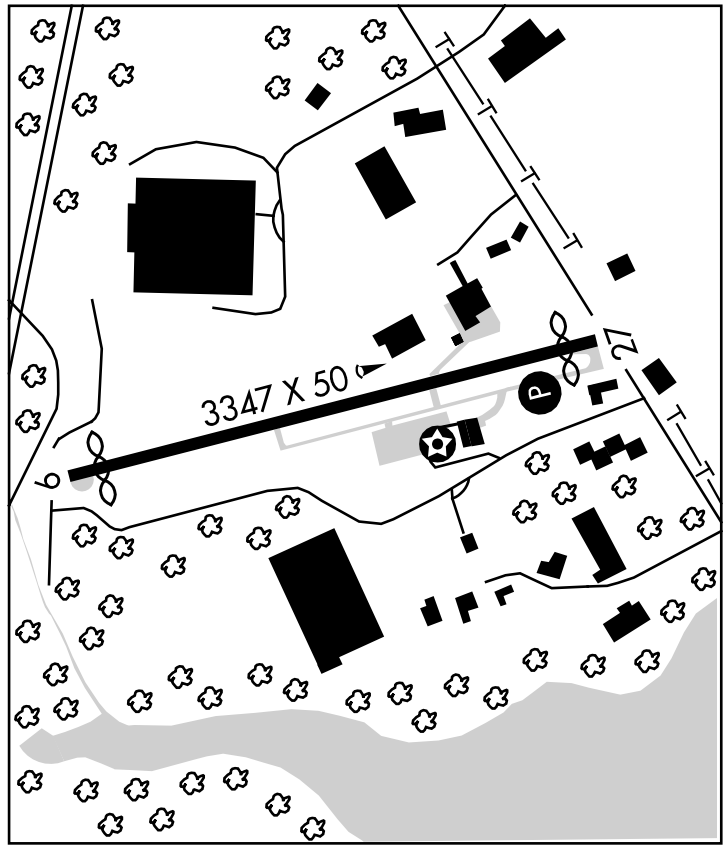
WEATHER DATA SOURCES: AWOS–3 121.4 (610) 692–6190.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 052° 6.0 NM to fld. 474/09W. **HIWAS.**



WILKES–BARRE

N41°16.37′ W75°41.37′ NOTAM FILE AVP. **NEW YORK**

(L) VORTAC 111.6 LVZ Chan 53 349° 4.2 NM to Wilkes–Barre/Scranton Intl. 2120/10W. **H–10I, 12J, L–30K, 33A, 34H**

VOR portion unusable 290°–305° byd 15 NM blo 6000′.

RCO 122.6 122.2 (LEESBURG RADIO)

APP CRS	Rwy Idg	3222
088°	TDZE	466
	Apt Elev	466

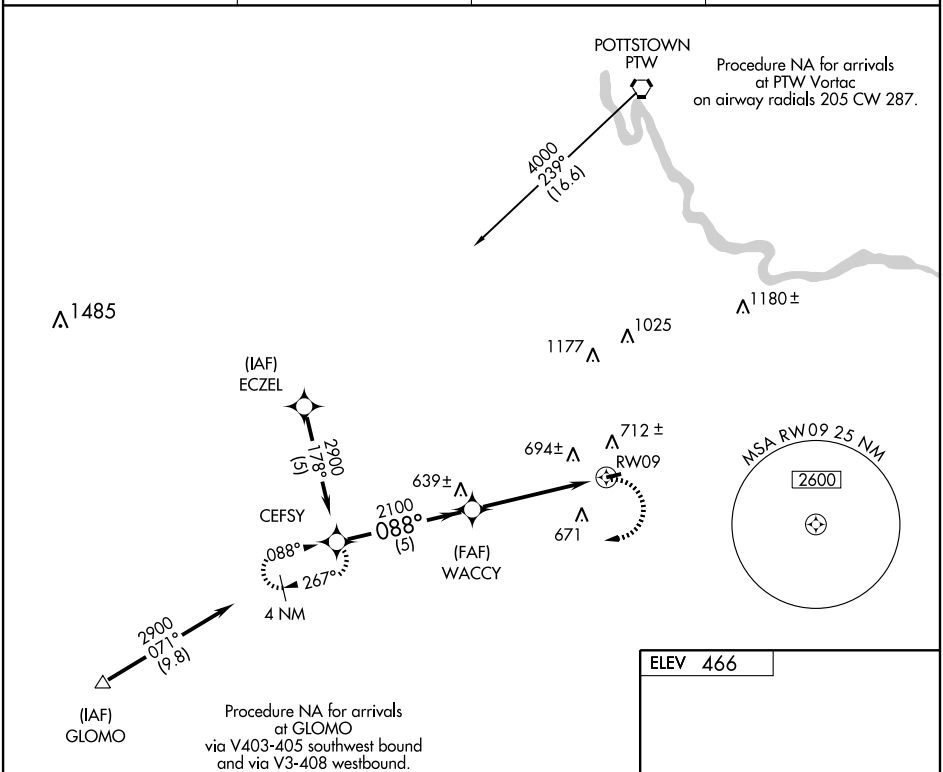
RNAV (GPS) RWY 9

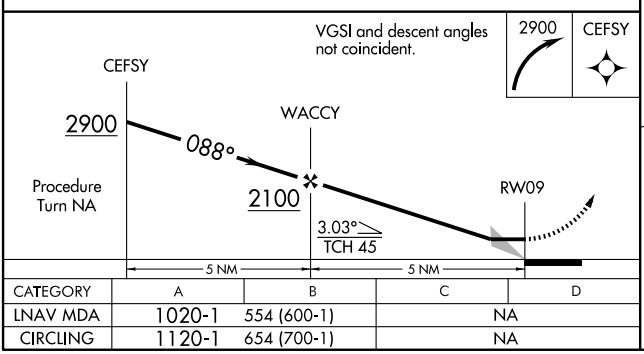
WEST CHESTER/ BRANDYWINE (OQN)

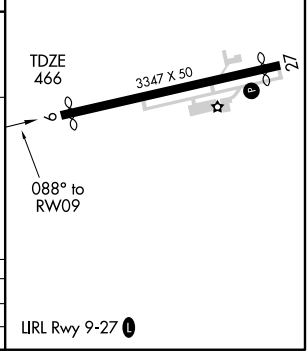
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	554 (600-1)	NA	
CIRCLING	1120-1	654 (700-1)	NA	

LIRL Rwy 9-27 L

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NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3097
269°	TDZE	466
	Apt Elev	466

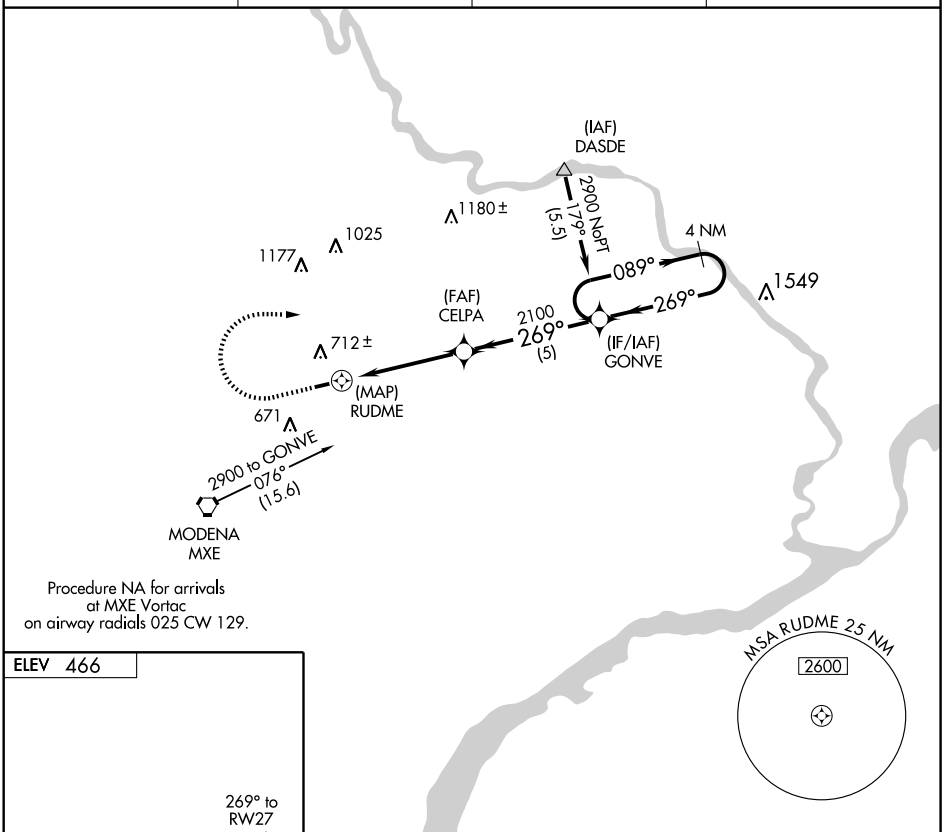
RNAV (GPS) RWY27

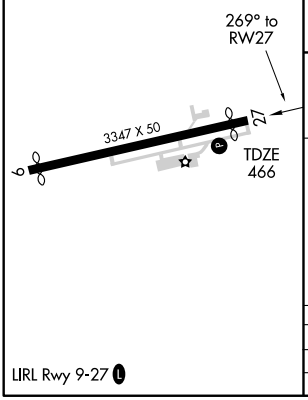
WEST CHESTER/BRANDYWINE (OQN)

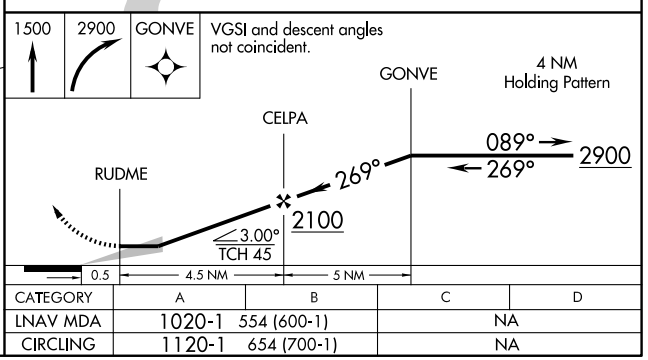
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)		NA	
CIRCLING	1120-1 654 (700-1)		NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MXE	APP CRS	Rwy Idg	N/A
113.2	052°	TDZE	N/A
Chan 79		Apt Elev	466

VOR-A

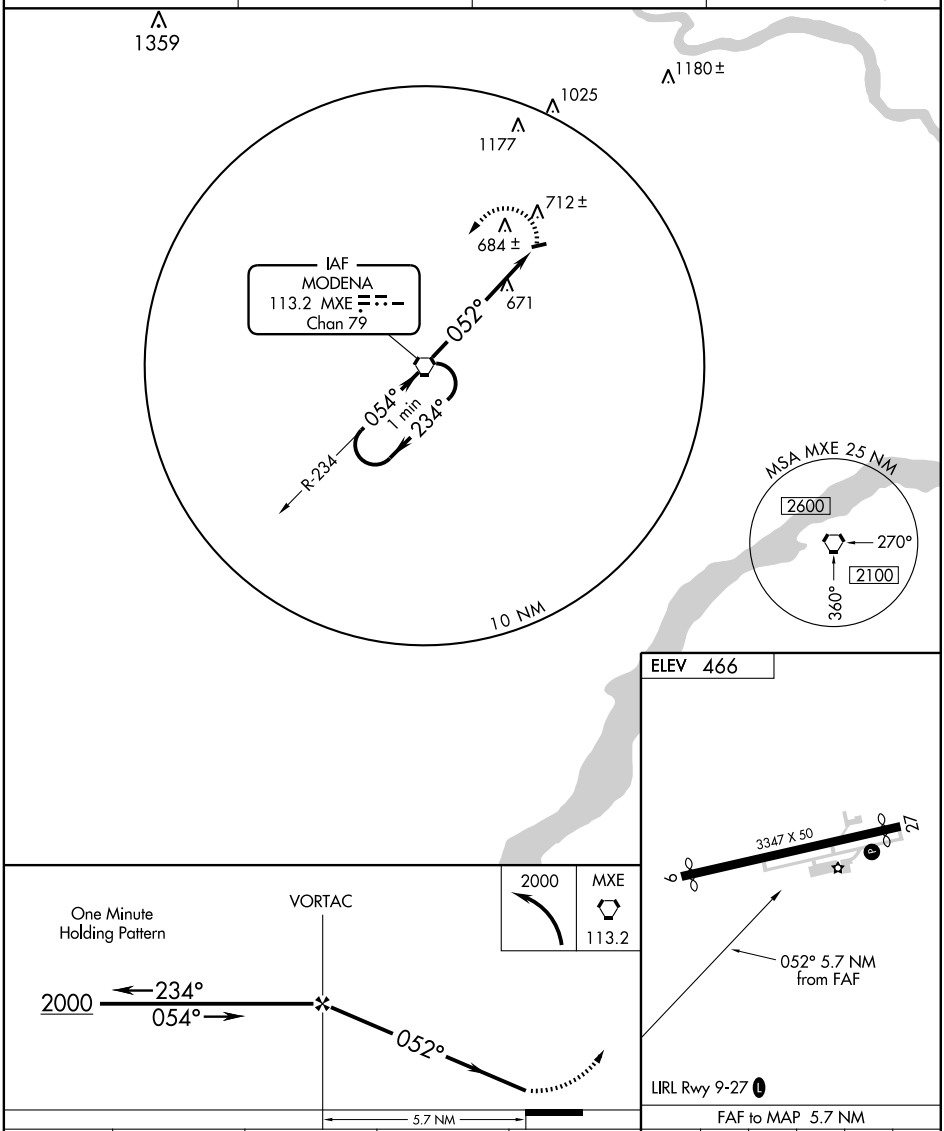
WEST CHESTER/BRANDYWINE (OQN)

NA

Use Coatesville/Chester County G.O. Carlson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1	654 (700-1)	NA	

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

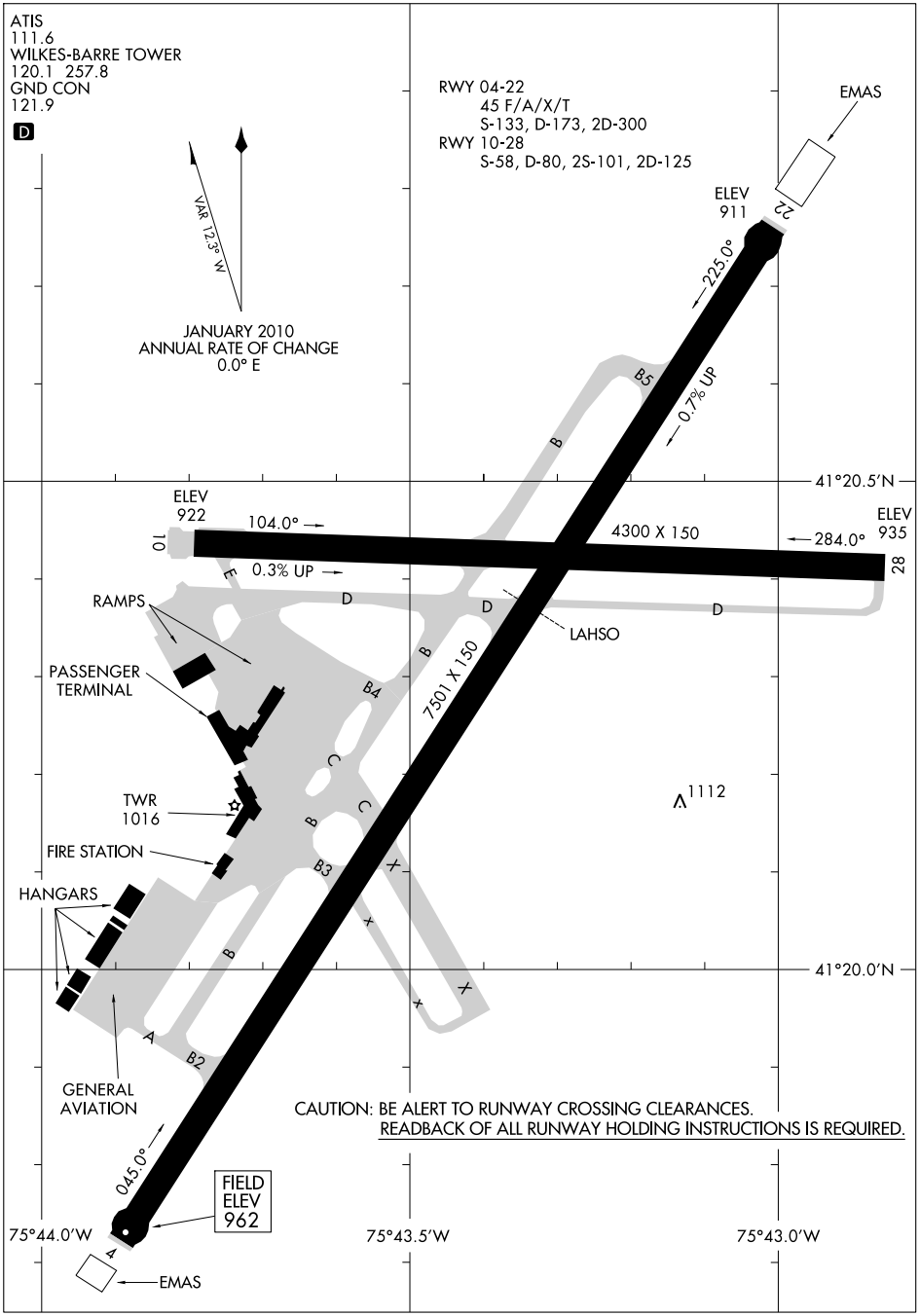
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

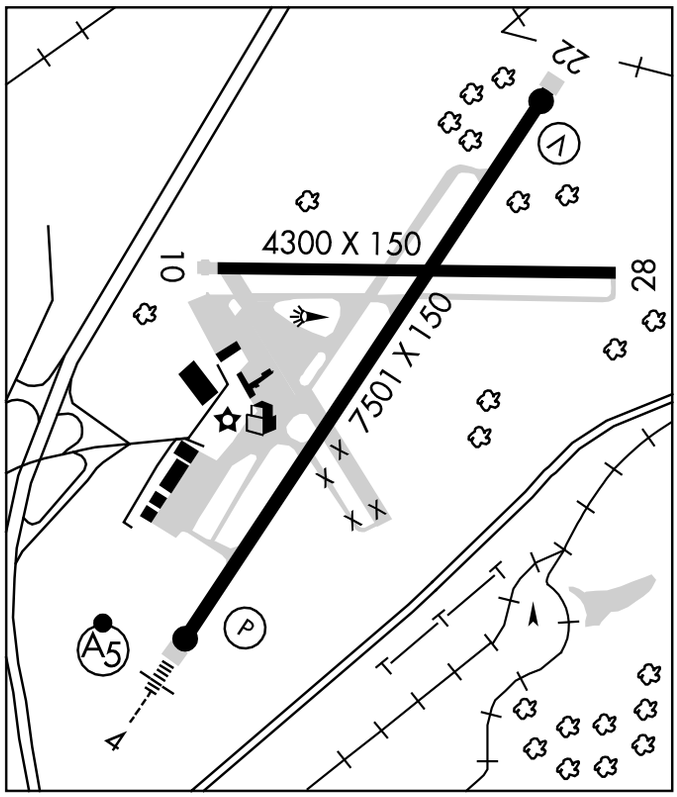
AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON, PENNSYLVANIA
WILKES-BARRE/SCRANTON INTL (AVP)

WILKES–BARRE/SCRANTON INTL (AVP) 5 SW UTC−5(−4DT) N41°20.31′ W75°43.40′

962 B S4 **FUEL** 100LL, JET A OX 2, 4 LRA Class I, ARFF Index B
NOTAM FILE AVP

RWY 04–22: H7501X150 (ASPH–GRVD) S–133, D–173, 2D–300
PCN 45 F/A/X/T HIRL 0.7% up SW
RWY 04: MALSR. PAPI(P4R)—GA 3.0° TCH 65′.
RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 54′. Tower. Rgt tfc.
RWY 10–28: H4300X150 (ASPH–GRVD) S–58, D–80, 2S–101, 2D–125 MIRL 0.3% up E
RWY 10: REIL. Rgt tfc.
RWY 28: REIL. Trees. Rgt tfc.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	10–28	4700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7501	TODA–7501	ASDA–7501	LDA–7501
RWY 10:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 22:	TORA–7501	TODA–7501	ASDA–7501	LDA–7501
RWY 28:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300

ARRESTING GEAR/SYSTEM
RWY 04: EMAS
RWY 22: EMAS

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 10 CLOSED for ldgs. Rwy 04–22 NSTD safety area each end less than 1000′, Rwy 04 departure end Runway Safety Area = 400′, Rwy 04–22 precipitous drop–off each rwy end. First 1500′ Rwy 10 not visible from twr. Unlighted twr 1130′ 1.3 miles east AER 28; unlighted twr 1463′ 1.7 miles east AER 28, unlighted twr 1652′ 2.4 miles east AER 28. Rwy 28 unlgtd high terrain trees, 1155 ft MSL .91 miles E AER 28, 1463 ft MSL 1.49 miles east–southeast AER 28, 1667 ft MSL 2.25 miles east AER 28, 1920 ft MSL 2.84 miles E AER 28. Western ⅓ of Twy D not visible from twr. Twy E not visible from twr. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (570) 457–3111.

COMMUNICATIONS: ATIS 111.6 **UNICOM** 122.95
RCO 122.6 122.2 (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 124.5 (280°–100°) 126.3 (101°–279°)
TOWER 120.1 **GND CON** 121.9

AIRSPACE: TRSA svc ctc **APP CON** within 20 NM

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
(L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 349° 4.2 NM to fld. 2120/10W.
CRYSTAL LAKE NDB (MHW) 410 CYE N41°12.62′ W75°49.91′ 044° 9.1 NM to fld.
NDB unusable byd 15 NM.
BARTY NDB (LOM) 257 AV N41°16.61′ W75°46.54′ 044° 4.4 NM to fld. Unusable byd 10 NM.
ILS/DME 109.9 I–AVP Chan 36 Rwy 04. LOM BARTY NDB. BARTY OM unusable byd 10 NM.
ILS/DME 109.9 I–IZK Chan 36 Rwy 22. Localizer unusable byd 30° left side of course. DME also serves ILS Rwy 04.

LOC/DME I-AVP	APP CRS	Rwy Idg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC/DME RWY 4

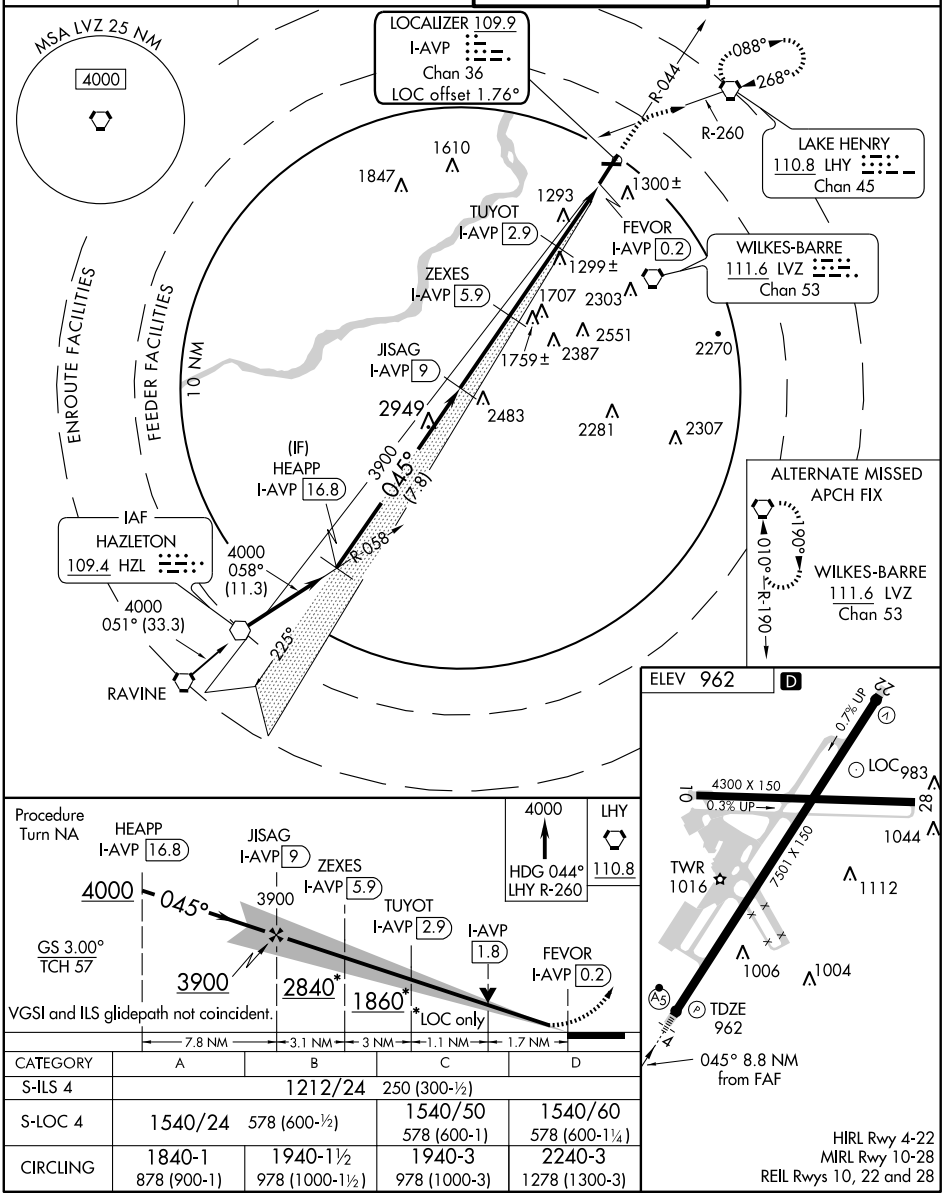
WILKES-BARRE/SCRANTON INTL (AVP)

If local altimeter setting not received procedure NA.

MALSR

MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
S-ILS 4	1212/24		250 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540/50 578 (600-1)	1540/60 578 (600-1¼)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

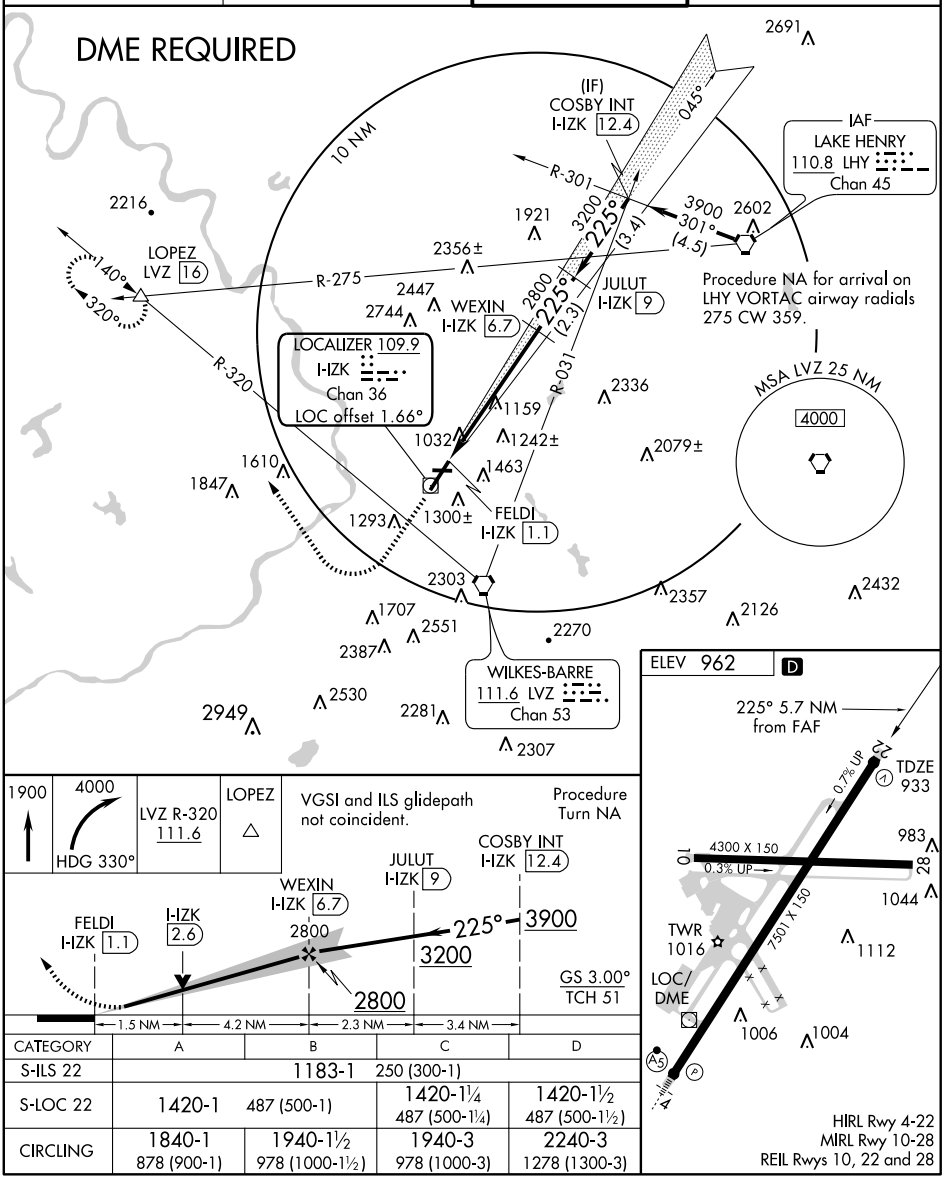
LOC/DME I-IZK	APP CRS	Rwy Idg 7501
109.9	225°	TDZE 933
Chan 36		Apt Elev 962

ILS or LOC/DME RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
S-ILS 22		1183-1	250 (300-1)	
S-LOC 22	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM AV	APP CRS	Rwy Idg	N/A
257	044°	TDZE	N/A
		Apt Elev	962

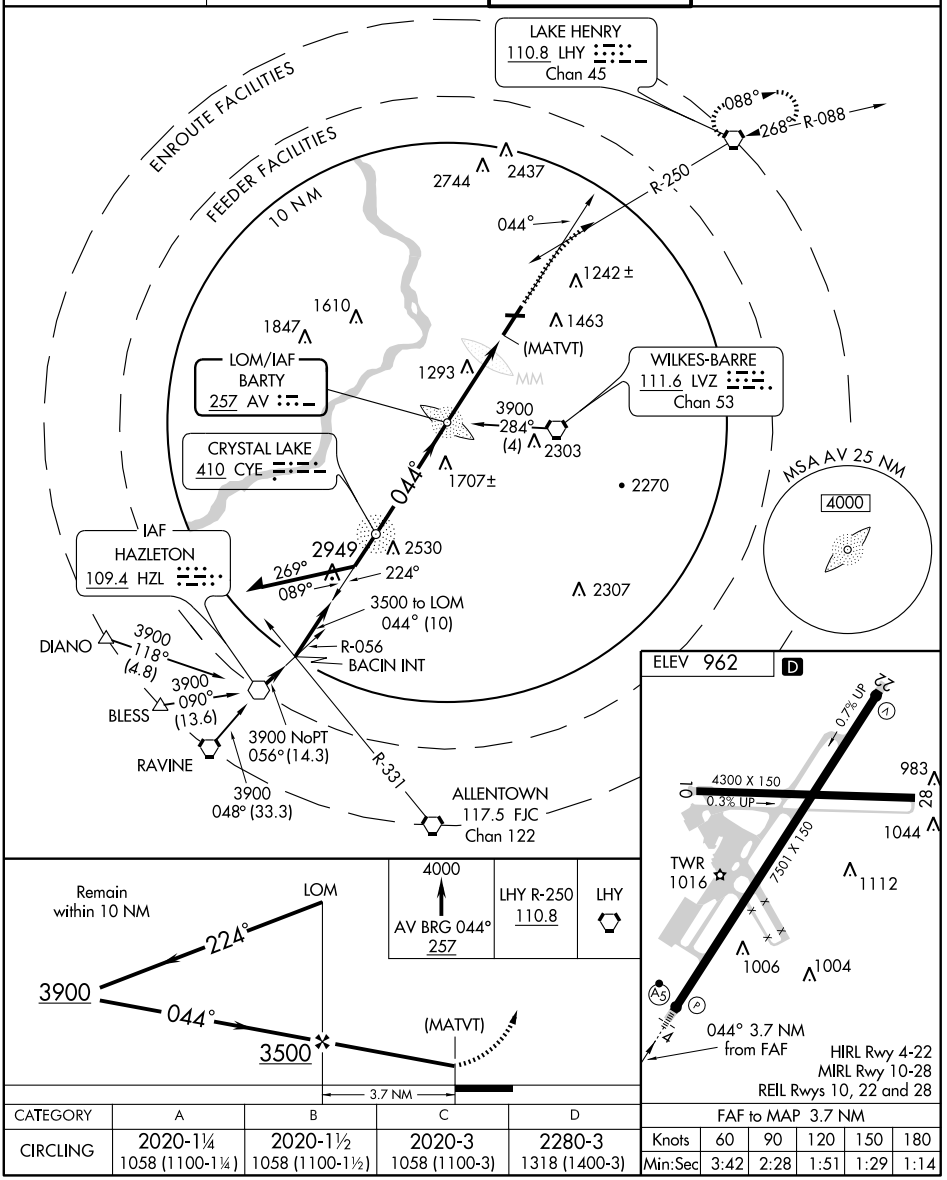
NDB or GPS-A

WILKES-BARRE/SCRANTON INTL (AVP)

Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1058 (1100-1¼)	2020-1½ 1058 (1100-1½)	2020-3 1058 (1100-3)	2280-3 1318 (1400-3)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 62813	044°	TDZE	962
W04A		Apt Elev	962

RNAV (GPS) RWY 4

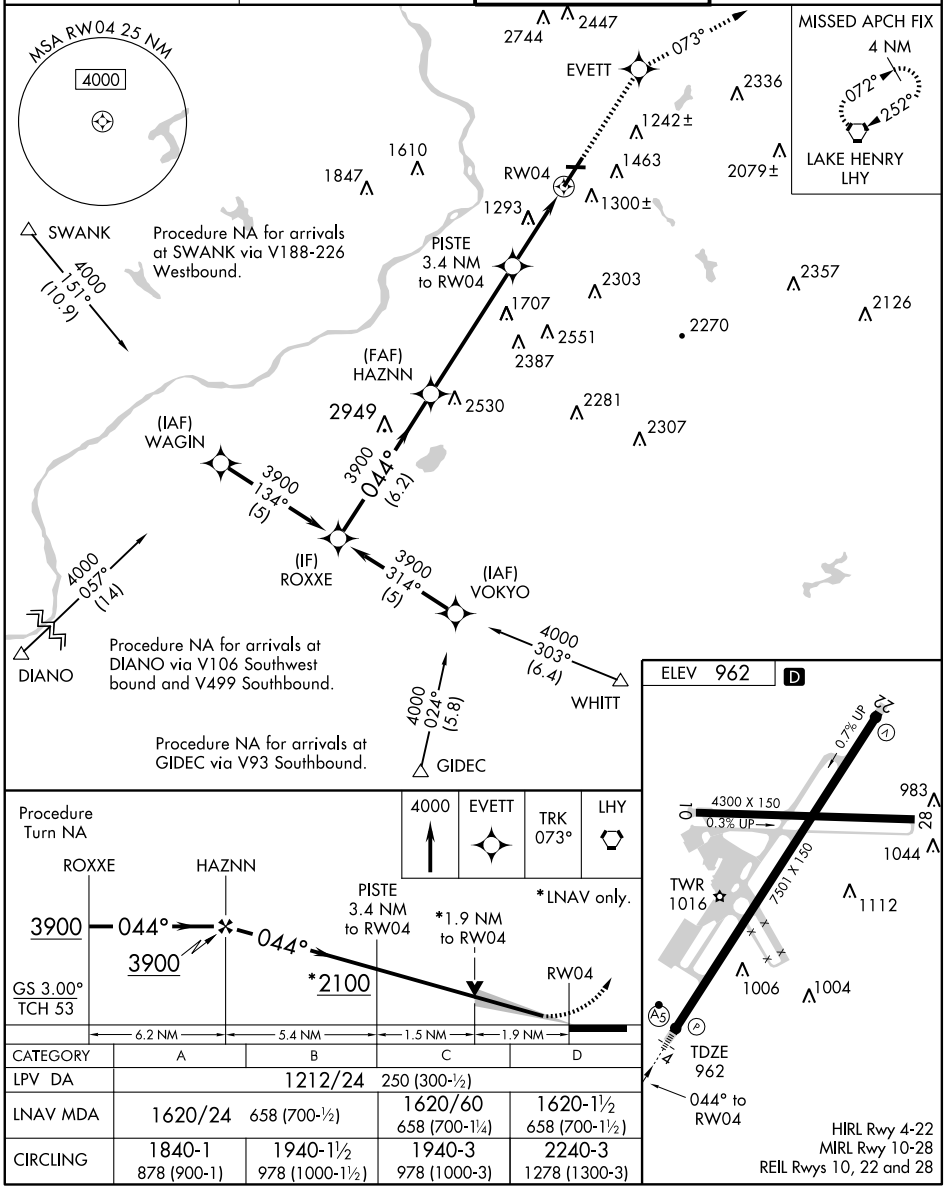
WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	1212/24	250 (300-½)		
LNAV MDA	1620/24	658 (700-½)	1620/60 658 (700-1¼)	1620-1½ 658 (700-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 69213	224°	TDZE	933
W22A		Apt Elev	962

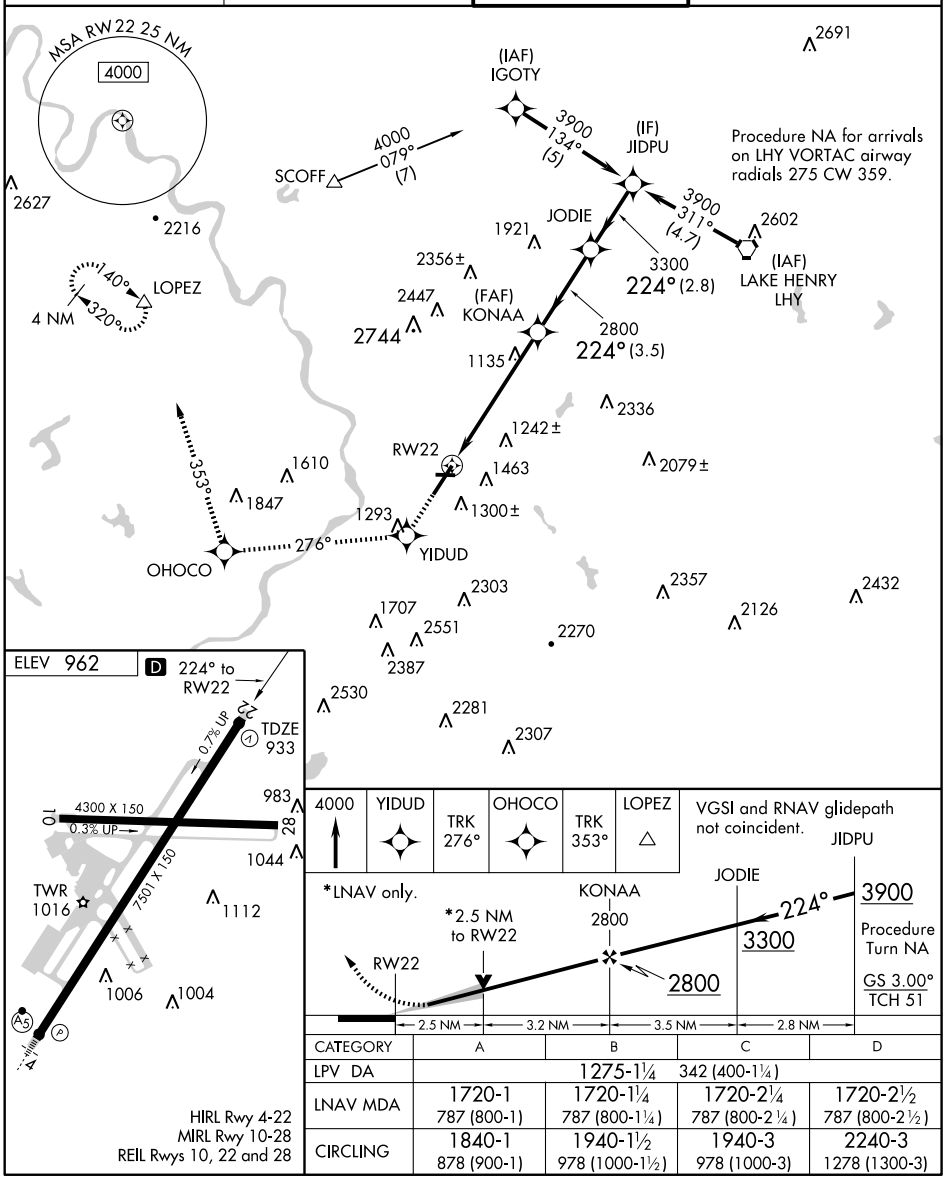
RNAV (GPS) RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	1275-1¼ 342 (400-1¼)			
LNAV MDA	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

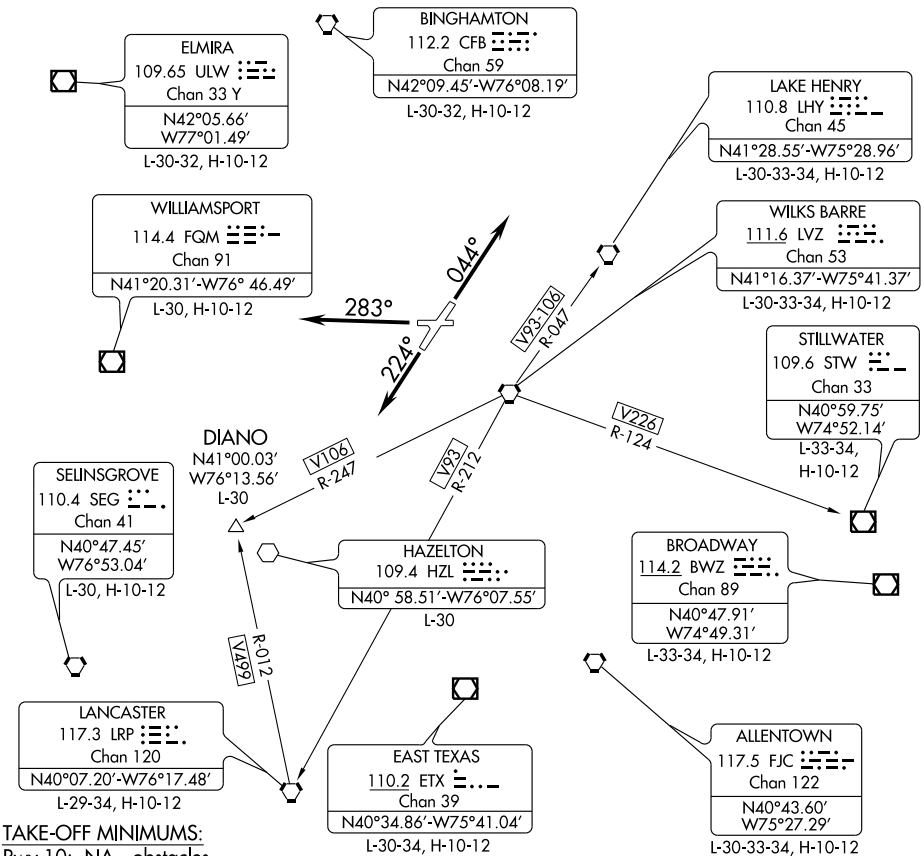
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WILLIAMSPORT, PENNSYLVANIA
WILLIAMSPORT RGNL (IPT)

10210

WILLIAMSPORT RGNL (IPT) 4 E UTC−5(−4DT) N41°14.50′ W76°55.31′

529 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE IPT

RWY 09–27: H6825X150 (ASPH–GRVD) S–65, D–100, 2S–127, 2D–190 HIRL

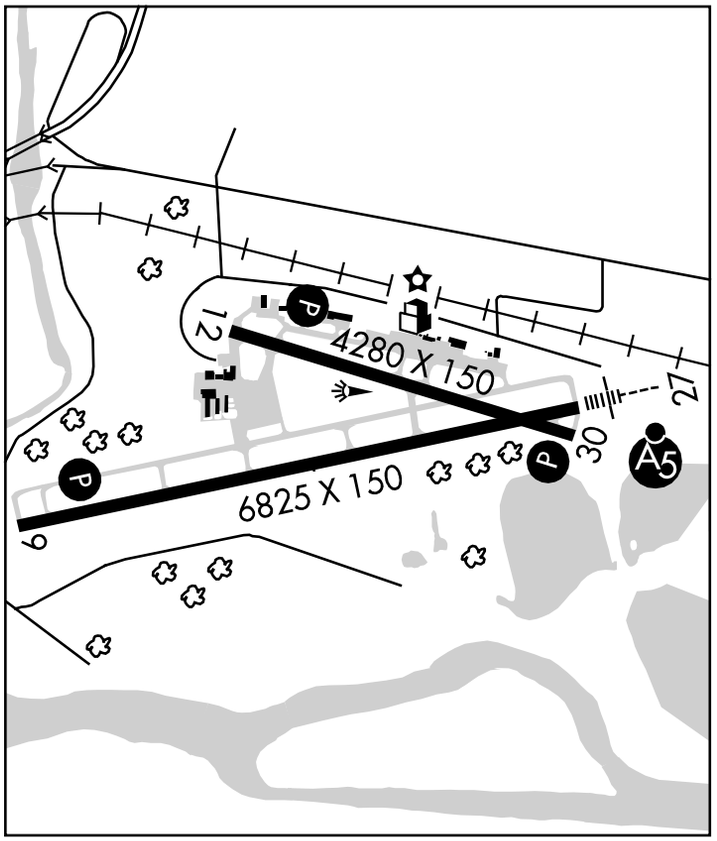
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Trees.

RWY 27: MALSR. Railroad. Rgt tfc.

RWY 12–30: H4280X150 (ASPH) S–200, D–200, 2S–175, 2D–400 MIRL

RWY 12: PAPI(P2L)—GA 3.75° TCH 45′.

RWY 30: PAPI(P2L)—GA 4.0° TCH 41′. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6474 TODA–6474 ASDA–6474 LDA–6474

RWY 12: TORA–4280 TODA–4280 ASDA–4280 LDA–4280

RWY 27: TORA–6474 TODA–6474 ASDA–6474 LDA–6474

RWY 30: TORA–4280 TODA–4280 ASDA–4280 LDA–4280

AIRPORT REMARKS: Attended 1130–0330Z‡. After hours by prior coordination call 570–368–2651. Fuel and svcs avbl 1030–0300Z‡, after hrs by prior coordination call 570–368–2651. Arpt CLOSED to banner towing ops. Twy J CLOSED to acft with wing span over 78 ft. PPR 12 hours for unscheduled air carrier ops with more than 30 passenger seats 0400–1100Z‡ daily call arpt manager 570–368–2444 or 570–368–2446. Rwy 30 PAPI unusable byd 7° left side of course. Birds on and invof arpt especially AER 27. Unlighted crane 90′ AGL .5 miles southeast AER 30 permanently. When twr closed ACTIVATE MALSR Rwy 27, HIRL Rwy 09–27, PAPI Rwy 09, Rwy 12, and Rwy 30 and twy lgts REIL Rwy 09—CTAF; MIRL Rwy 12–30 off. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Ldg fee.

WEATHER DATA SOURCES: ASOS 125.225 (570) 368–3420.

COMMUNICATIONS: CTAF 119.1 **UNICOM** 122.95

RCO 122.65 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 114.4T (WILLIAMSPORT RADIO)

Ⓡ **NEW YORK CENTER APP/DEP CON** 124.9

TOWER 119.1 (1130–0330Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1130–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

(L) VOR/DME 114.4 FQM Chan 91 N41°20.31′ W76°46.49′ 238° 8.8 NM to fld. 2090/09W.

PICTURE ROCKS NDB (MHW) 344 PIX N41°16.61′ W76°42.61′ 267° 9.8 NM to fld.

ILS 110.1 I–IPT Rwy 27. LOC unusable byd 30° left of course.

COMM/NAV/WEATHER REMARKS: When twr clsd New York Center provides clnc del on 124.9.

LOC I-IPT	APP CRS	Rwy Idg	6474
110.1	266°	TDZE	527
		Apt Elev	529

ILS or LOC RWY 27

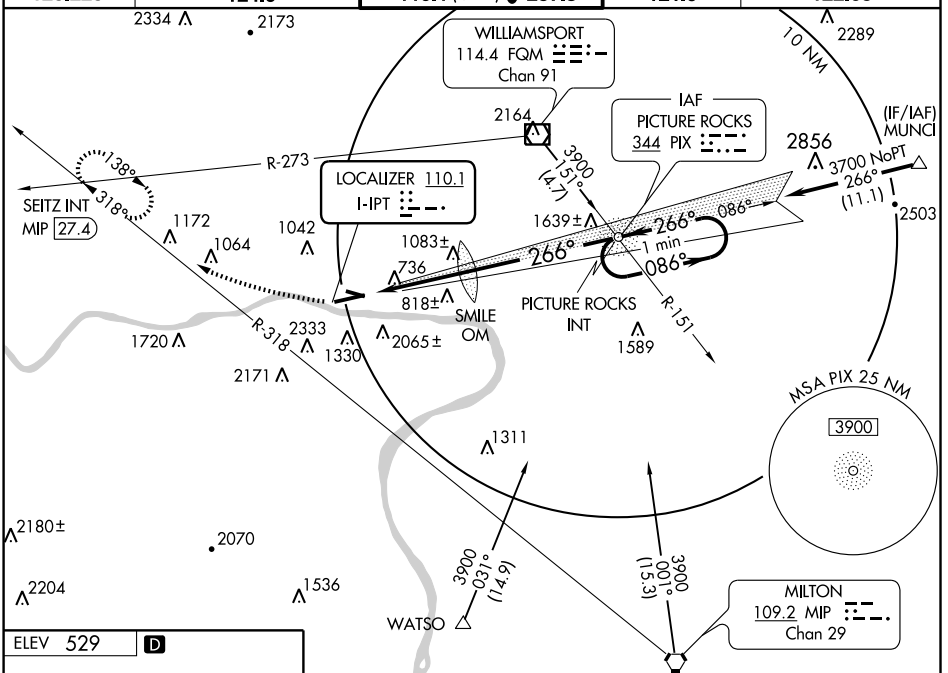
WILLIAMSPORT RGNL (IPT)

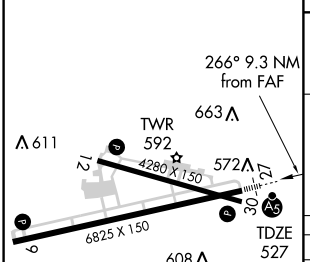
Circling to Rwy 12 NA at night. Circling NA South of Rwy 9-27. Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 27 Cats A and B. For inoperative MALSR,increase S-ILS 27 visibility to 1¾. SMILE OM Minimums: For inoperative MALSR, increase S-LOC 27 Cat B visiblity to 1¼. Inoperative table does not apply to S-LOC 27 Cat A.

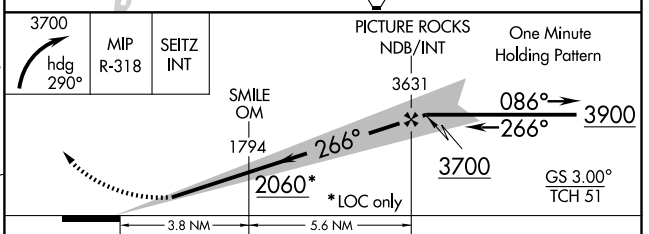
MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ INT/MIP 27.4 DME and hold.

ASOS	NEW YORK CENTER	WILLIAMSPORT TOWER ★	GND CON	WILLIAMSPORT RADIO
125.225	124.9	119.1 (CTAF) L 257.8	121.9	122.65





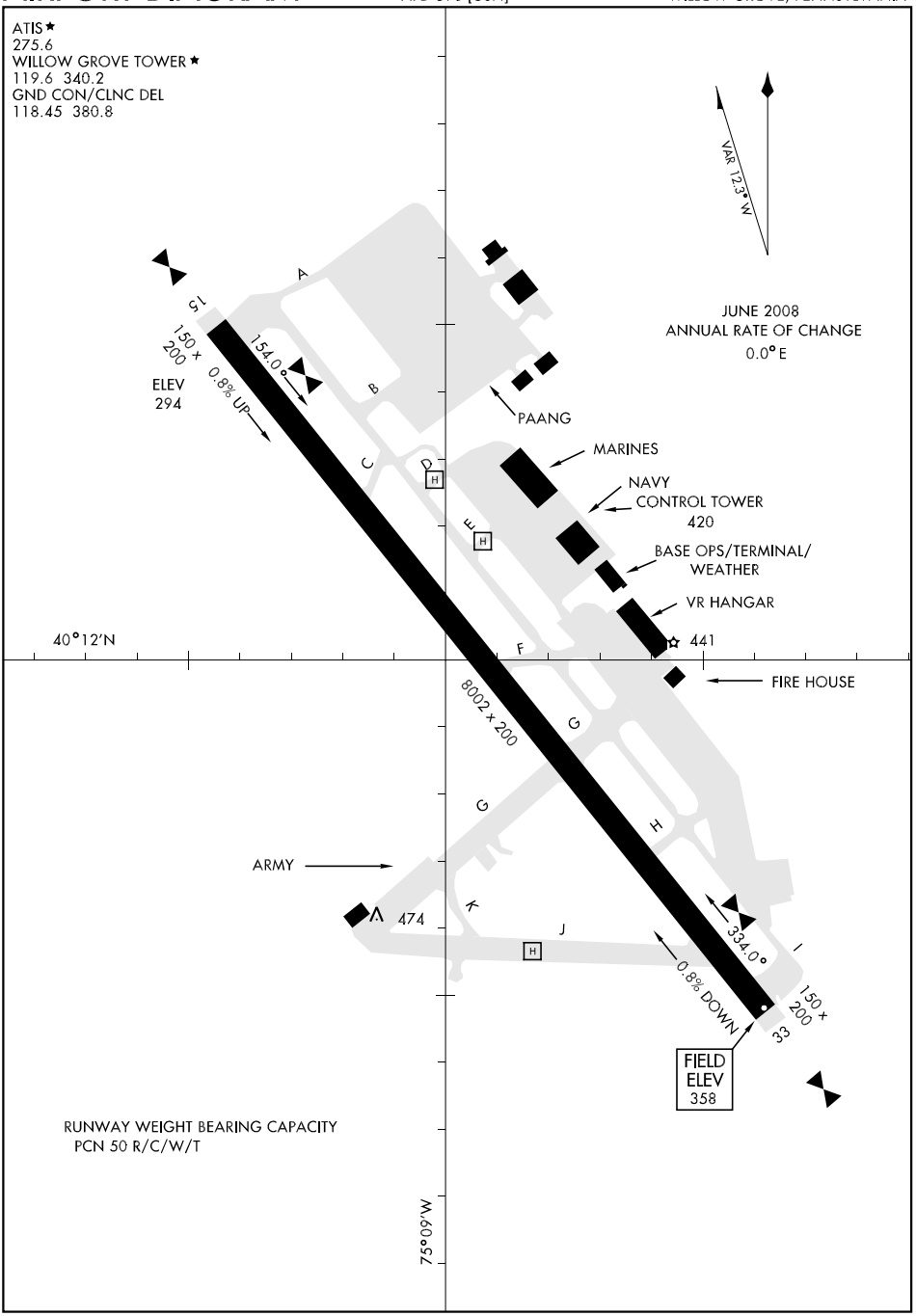


REIL Rwy 9 L
MIRL Rwy 12-30
HIRL Rwy 9-27 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

CATEGORY	A	B	C	D
S-ILS 27	1022-1¼ 495 (500-1¼)			
S-LOC 27	2060-1¼ 1533 (1600-1¼)	2060-1½ 1533 (1600-1½)	2060-2½ 1533 (1600-2½)	
CIRCLING	2060-1¼ 1531 (1600-1¼)	2060-1½ 1531 (1600-1½)	2060-3 1531 (1600-3)	
SMILE OM MINIMUMS				
S-LOC 27	1340-1 813 (900-1)		1340-2 813 (900-2)	1340-2¼ 813 (900-2¼)
CIRCLING	1340-1 811 (900-1)	1460-1¼ 931 (1000-1¼)	1500-3 971 (1000-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WILLOW GROVE NAS JRB (NXX)(KNXX) N (AR ANG) 4 NW UTC−5(−4DT) **NEW YORK**
N40°11.99′ W75°08.89′ **H–10I, 12J, L–34G, A**
358 B TPA—See Remarks NOTAM FILE PNE Not insp. **DIAP, AD**
RWY 15–33: H8002X200 (PEM) PCN 50 R/C/W/T HIRL CL
RWY 15: ALSF1. VASI(V4R). Rgt tfc. 0.8% up. **RWY 33:** MALSF. PAPI(P4R). 0.8% down.
MILITARY SERVICE: LGT Opr SS–0400Z‡. **JASU** 9(GTC–85) 12(NC–8) 2(MA–1A) Ltd F4 starting capability. **FUEL** J8. No fuel avbl 0400–1200Z‡ daily. Priority fueling established for Reserve training Fri–Sun. **FLUID** SP PRESAIR; LOX 24 hr prior notice required 2100–1200Z‡. **OIL** O–133–156 **TRAN ALERT** Ltd tran svc avbl during normal opr hrs. No hangar space. No fleet svc avbl.
MILITARY REMARKS: Opr 1200–0400Z‡. See FLIP AP/1, Supplementary Arpt Remarks. **RSTD** PPR 24 hr prior notice from Navy Transient Line for all transient acft DSN 991–6215, C215–443–6215. In addition to the PPR, acft requiring parking on National Guard ramp contact 111th FighterWing Operations at DSN 991–1511. **CAUTION** Numerous civil acft opr to/from 2 civil arpts and 6 heliports within the Class D Airspace. Simultaneous helicopter opr conducted W of Rwy 15–33 at and blo 1200′. Bird hazard spring and fall. Tran heavy jet practice apch restricted. **TFC PAT** TPA–Overhead pattern 1900(1542). **NS ABTMT** Fixed wing acft climb rwy heading to 2000′ prior to any turns. **MISC** Tran acft requiring multiple apchs restricted to Mon–Sat 1300–0200Z‡; Sun 1700–0200Z‡. Arpt subject to no notice closure. Wx observation svc opr hr. **ANG** Tran acft to ANG ctc DSN 991–1511, C215–443–1511.
COMMUNICATIONS: ATIS 275.6
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 291.7 325.2X
TOWER 119.6 340.2 (1200–0400Z‡) **GND CON** 118.45 380.8 **CLNC DEL** 118.45 380.8 **PMSV METRO** 344.6
(Opr 24 hrs) **ANG OPS** 343.0 46.85 **BASE OPS** 306.8 **AR** 143.02 226.5 34.55
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PNE.
(T) TACAN Chan 61 NXX (133.4) N40°11.67′ W75°08.78′ at fld. 357/10W. TACAN opr and monitored 1200–0400Z‡.
TACAN unusable:
010–030° at and blo 4,500′ byd 15 NM
070°–090° at and blo 4,500′ byd 15 NM
260°–280° at and blo 4,500′ byd 15 NM
ASR/PAR No–NOTAM PAR MP Mon 1300–2100Z‡.
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

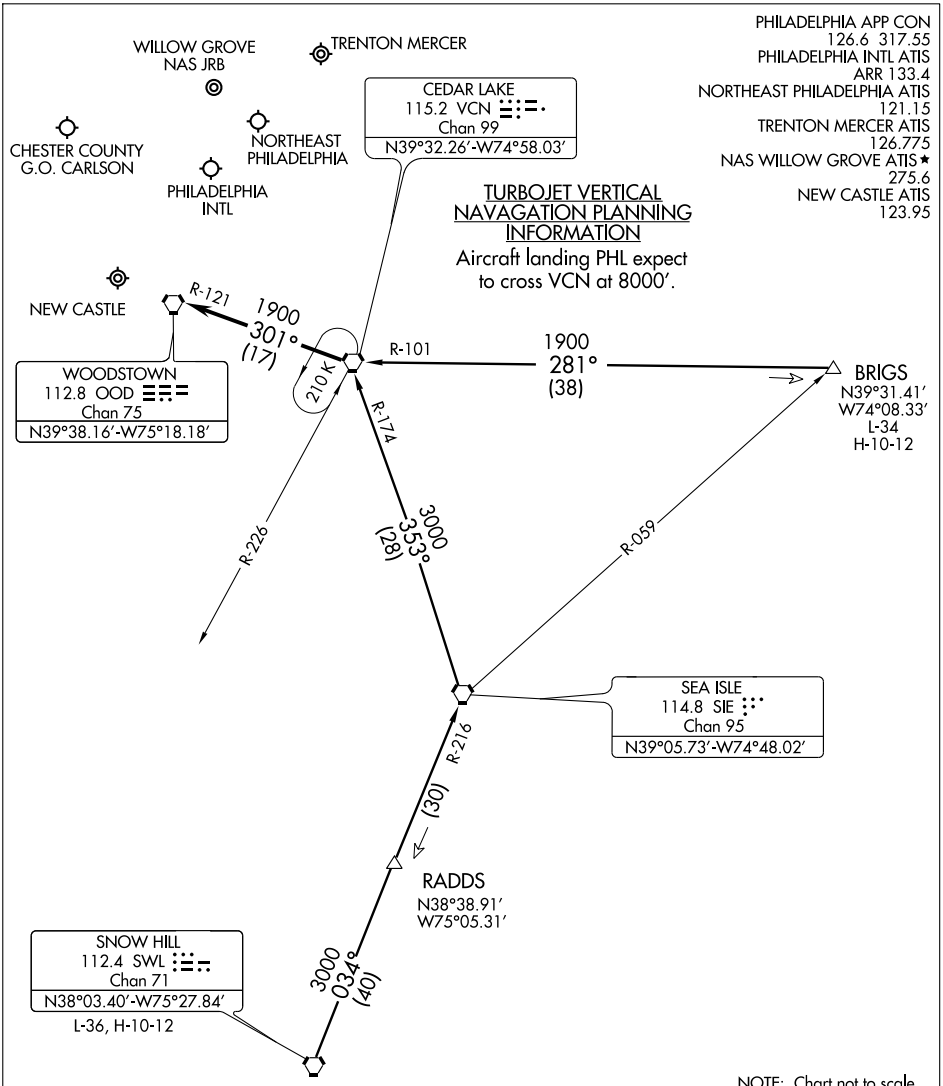
WINGS FLD (See PHILADELPHIA)

W.P.H.S. HELIPORT (See MOUNT PLEASANT)

YARDLEY N40°15.20′ W74°54.46′ NOTAM FILE IPT. **NEW YORK**
(L) VOR/DME 108.2 ARD Chan 19 082° 4.5 NM to Trenton Mercer, NJ. 300/10W. **H–10I, L–34G, A**
VOR portion unusable:
178° byd 5 NM
230°–238° byd 8 NM blo 3000′
250°–265° byd 17 NM blo 2500′
266°–280° byd 10 NM
281°–300° byd 17 NM blo 3000′
300°–353° byd 35 NM blo 3000′
DME portion unusable:
178° byd 5 NM
25°–275° byd 15 NM blo 2400′
225°–275° byd 30 NM blo 5000′
230°–238° byd 8 NM blo 3000′

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

AL-598 [USN]

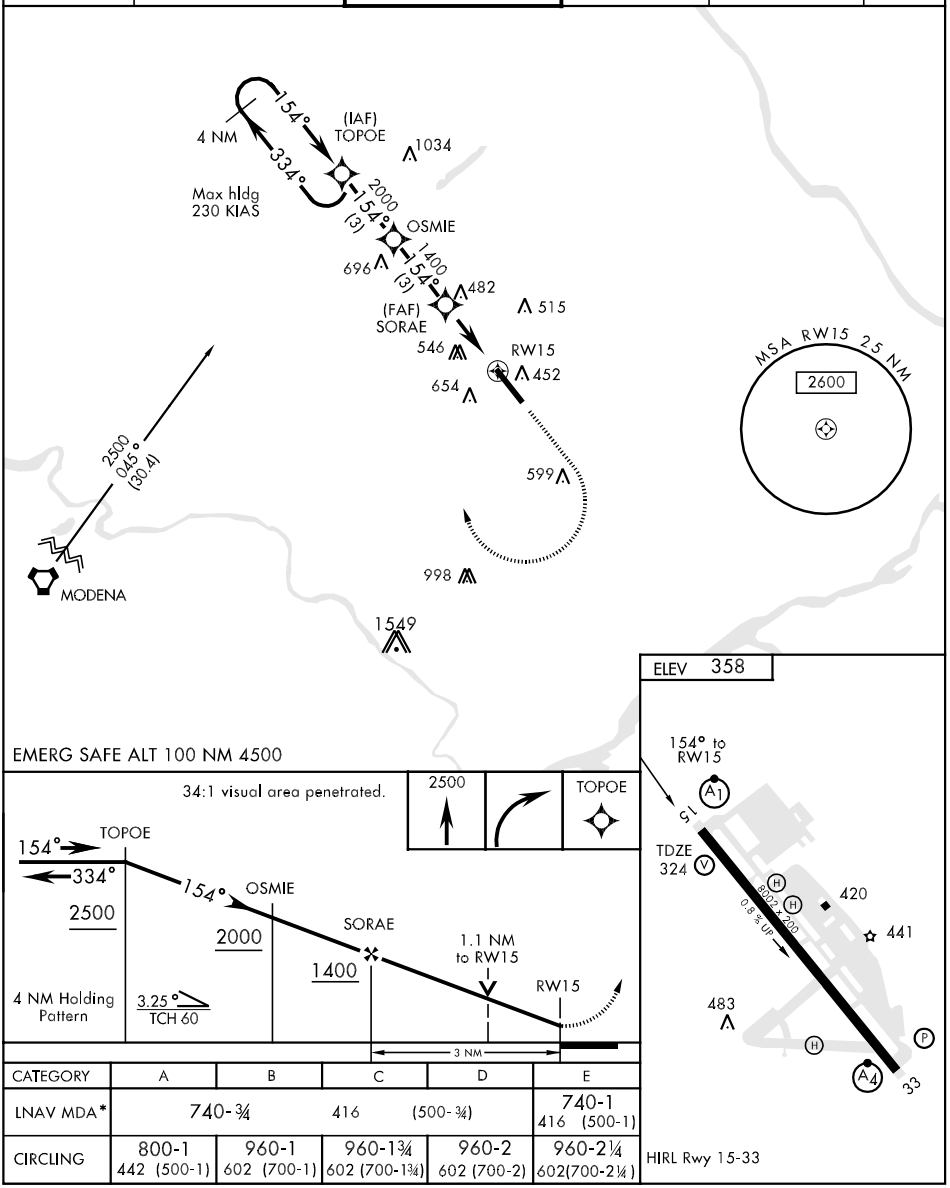
APCH CRS	Rwy ldg	8002
154°	TDZE	324
	Arpt Elev	358

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾		416 (500-¾)		740-1 416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

WILLOW GROVE NAS JRB (KNXX)

APCH CRS	Rwy Idg	8002
334°	TDZE	358
	Arpt Elev	358

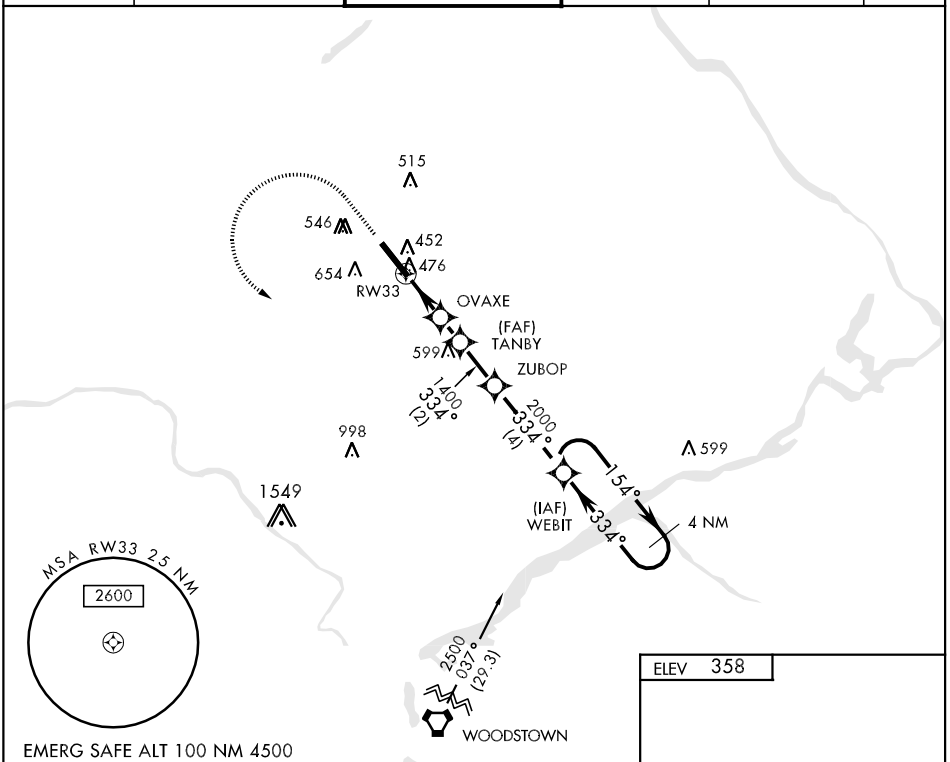
AL-598 [USN]

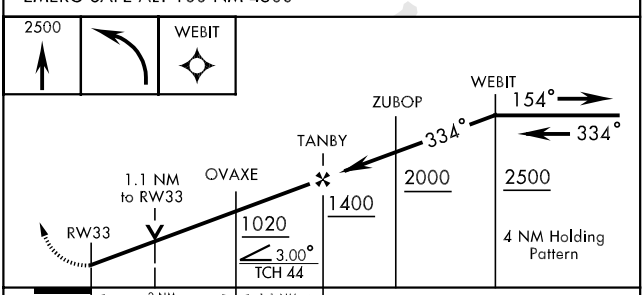
MALSF

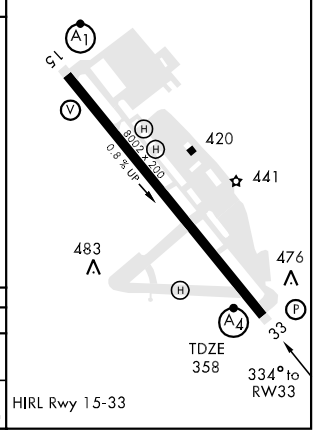
* When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	







CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾	382	(400-¾)	740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN NXX Chan 61	APCH CRS 155°	Rwy ldg 8002 TDZE 324 Arpt Elev 358	AL-598 [USN]

TACAN RWY 15

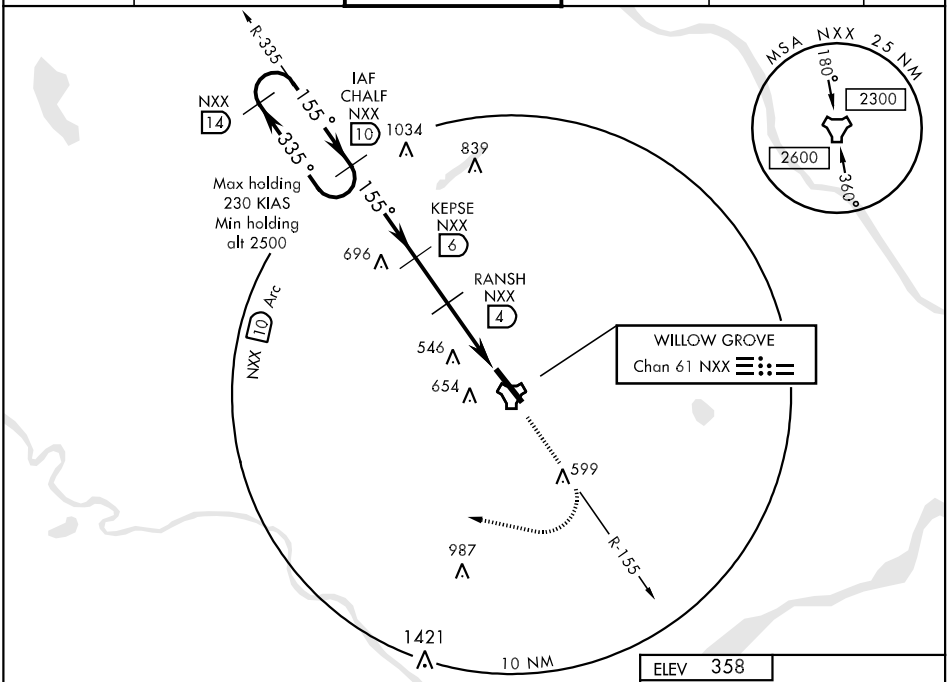
WILLOW GROVE NAS JRB (KNXX)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

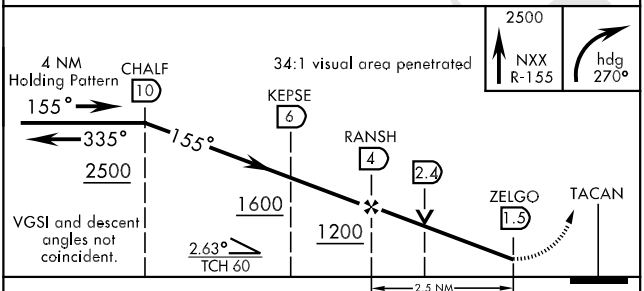
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

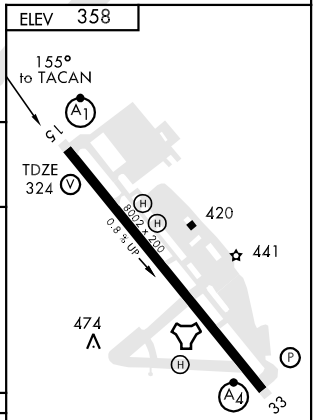
ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-15 *	800-¾	476	(500-¾)	800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 33

WILLOW GROVE NAS JRB (KNXX)

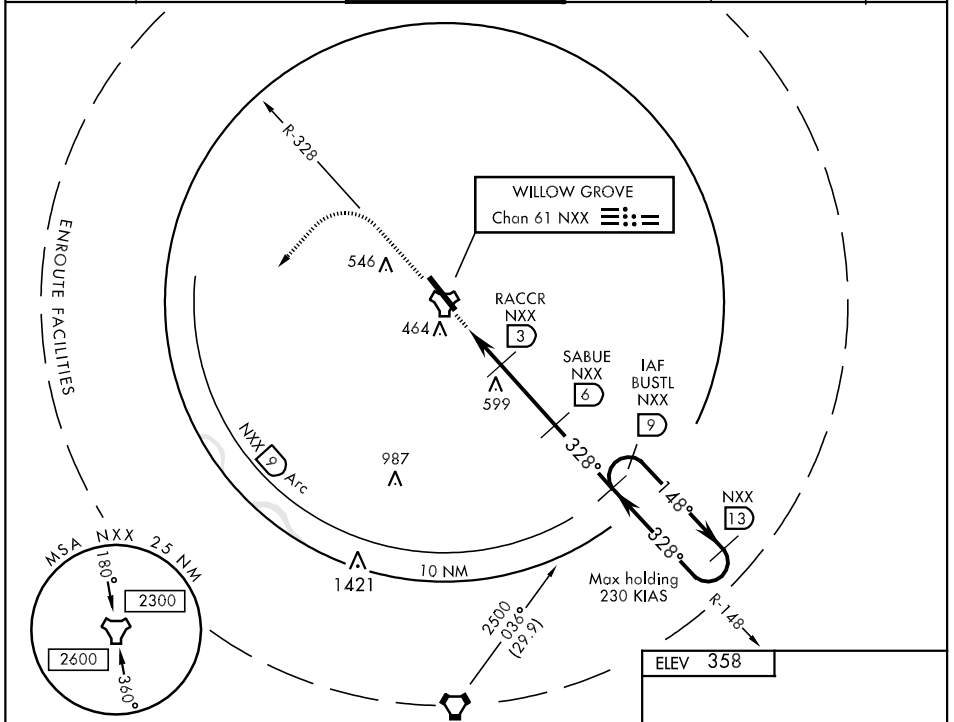
TACAN NXX Chan 61	APCH CRS 328°	Rwy ldg 8002 TDZE 358 Arpt Elev 358	AL-598 [USN]

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.

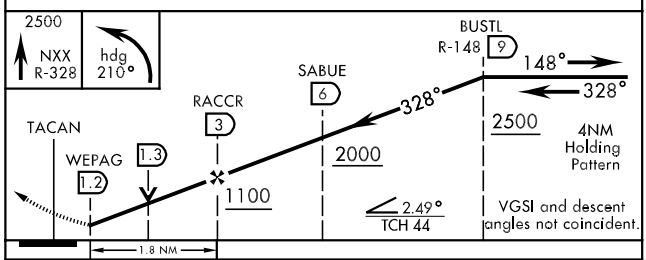
MALSF (A4)

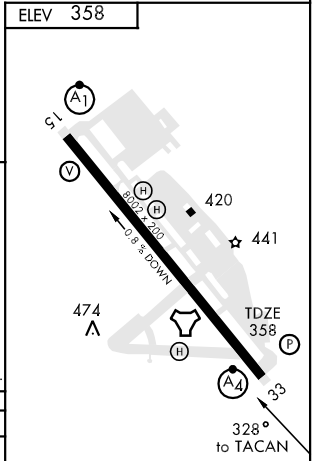
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

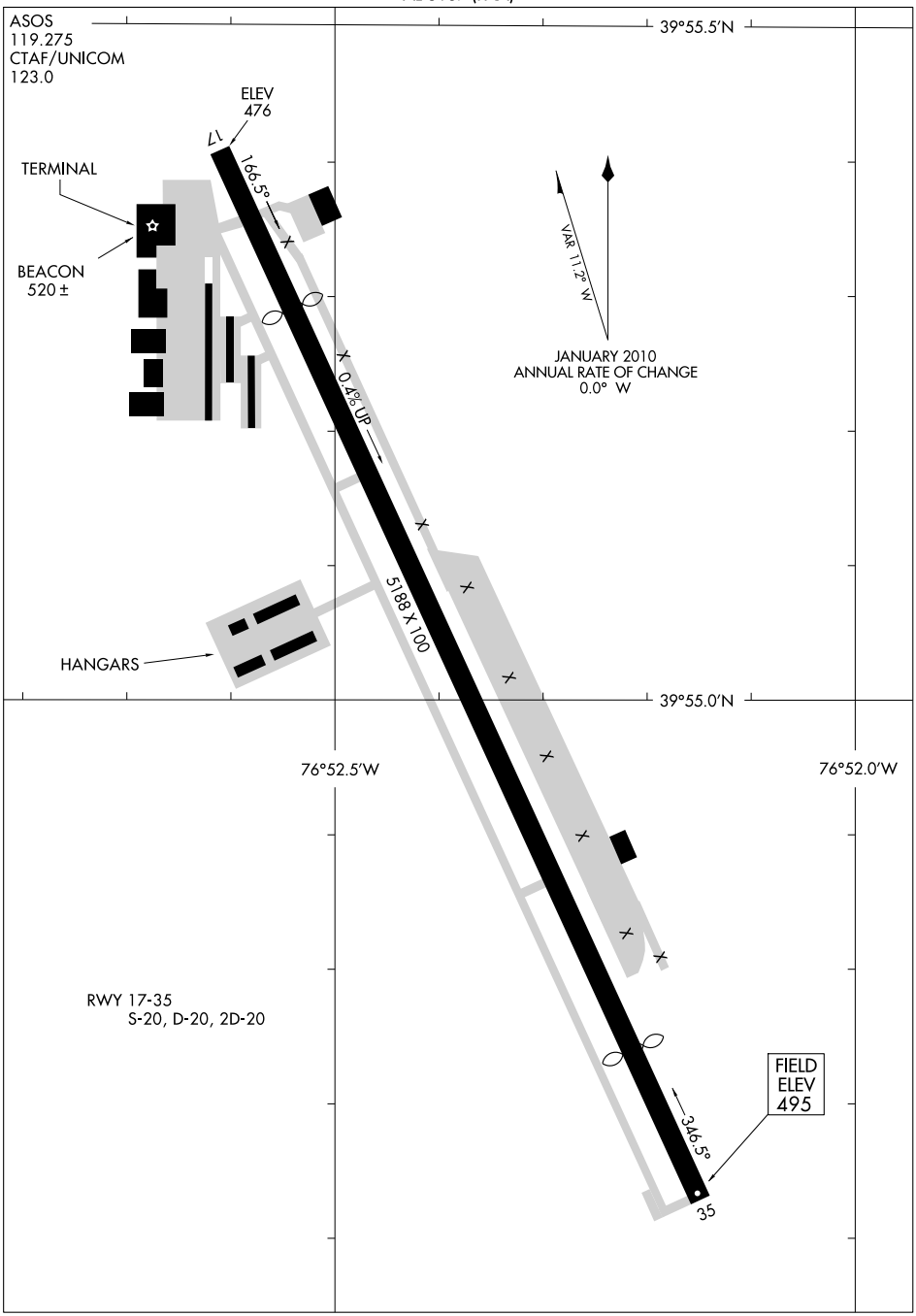
HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

YORK, PENNSYLVANIA
YORK (THV)

YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

RWY 17–35: H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

AIRPORT REMARKS: Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.275 (717) 792–5529.

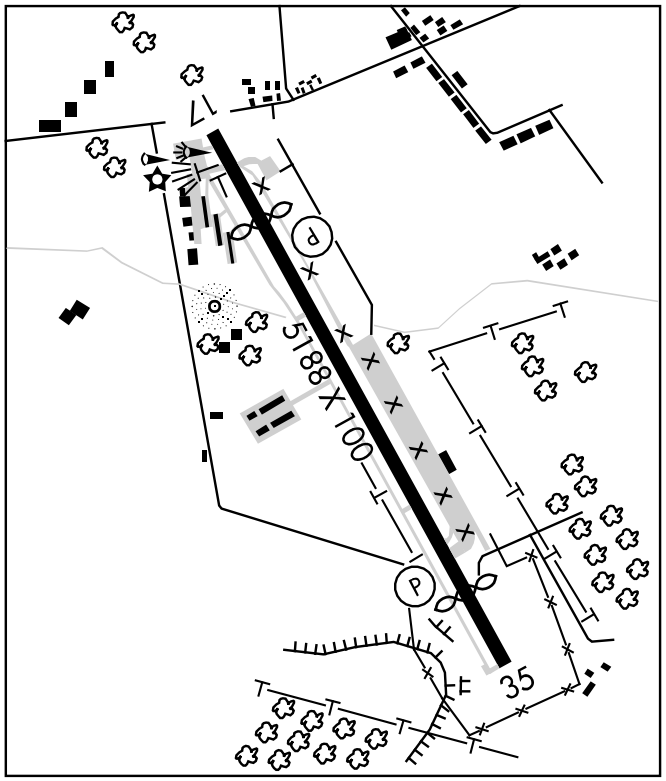
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.



ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dsplcd 551′. Pole.

RWY 35: REIL. Thld dsplcd 282′. Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4241 TODA–5056 ASDA–4932 LDA–4382

RWY 35: TORA–4932 TODA–4932 ASDA–4632 LDA–4352

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF.

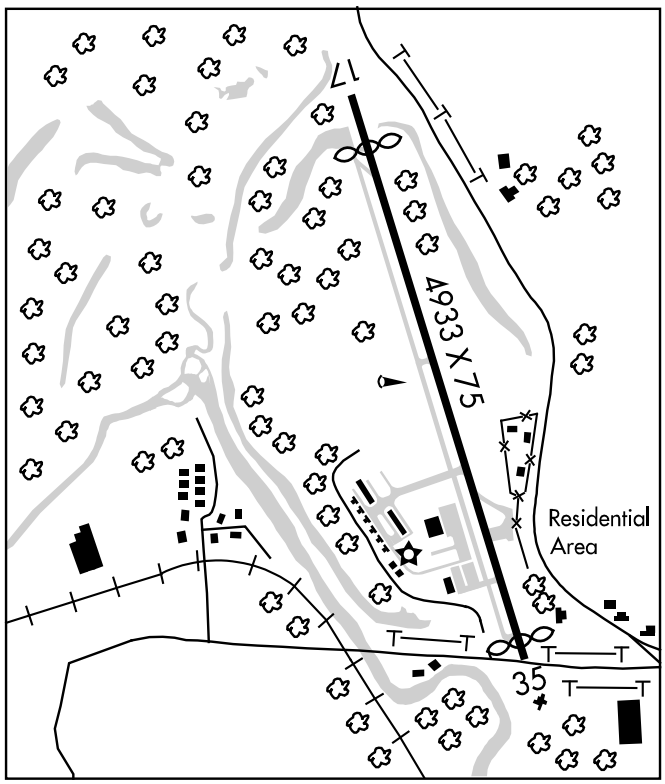
WEATHER DATA SOURCES: ASOS 118.45 (724) 452–5304.

COMMUNICATIONS: CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



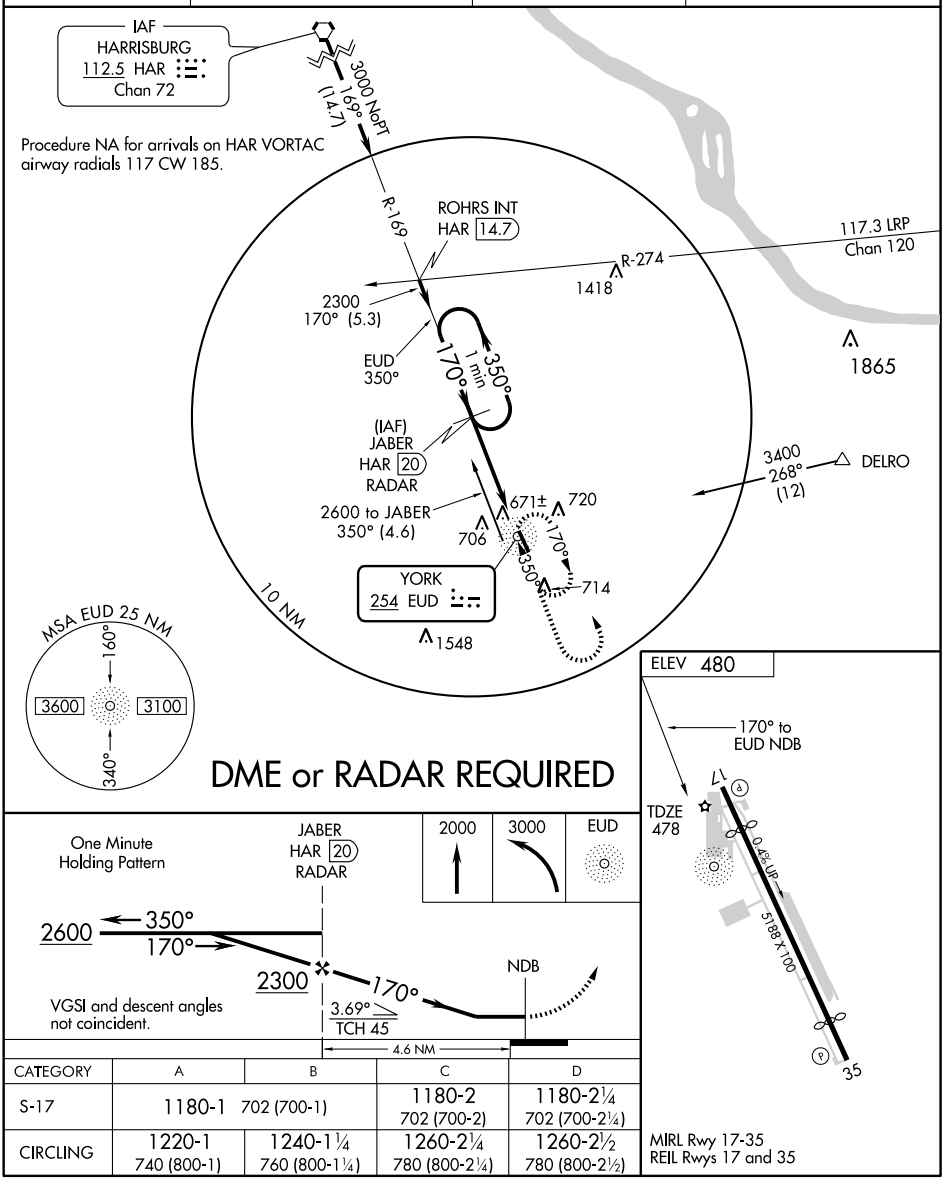
NDB EUD 254	APP CRS 170°	Rwy Idg 4394 TDZE 478 Apt Elev 480

NDB RWY 17
YORK (THV)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
S-17	1180-1 702 (700-1)		1180-2 702 (700-2)	1180-2¼ 702 (700-2¼)
CIRCLING	1220-1 740 (800-1)	1240-1¼ 760 (800-1¼)	1260-2¼ 780 (800-2¼)	1260-2½ 780 (800-2½)

MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

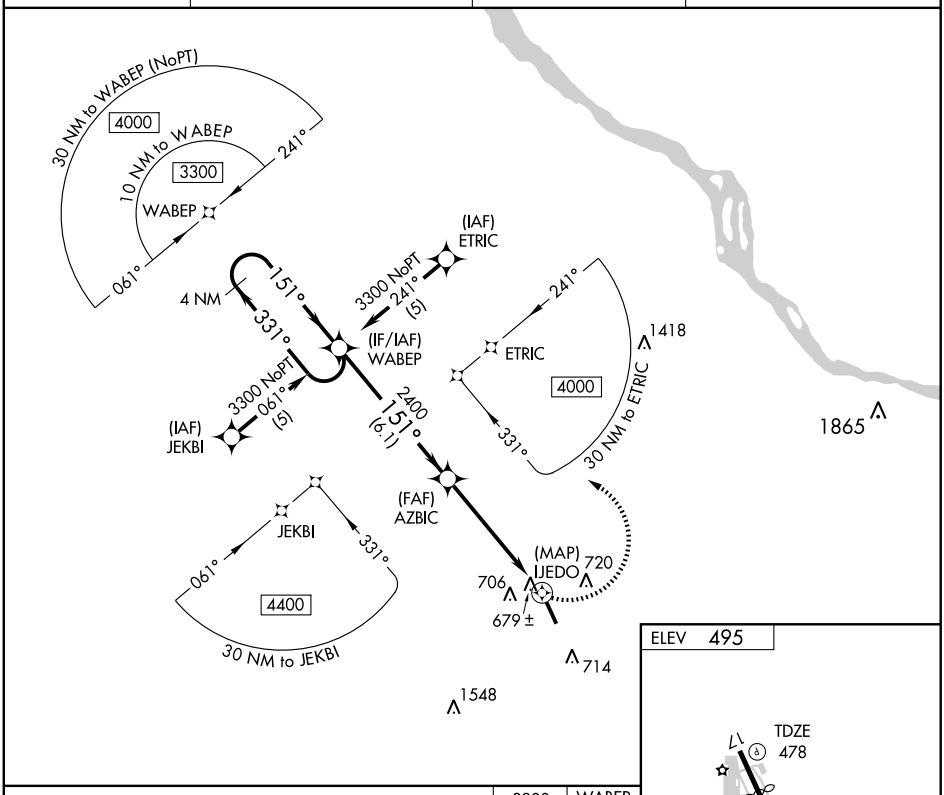
YORK (THV)

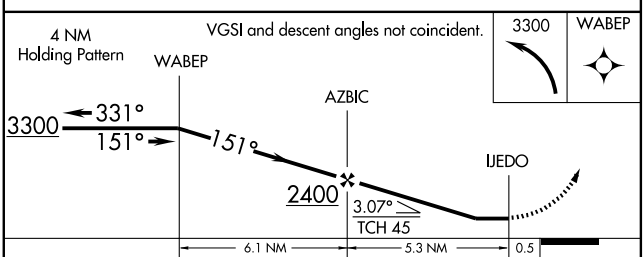
APP CRS	Rwy Idg	4394
151°	TDZE	478
	Apt Elev	495

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

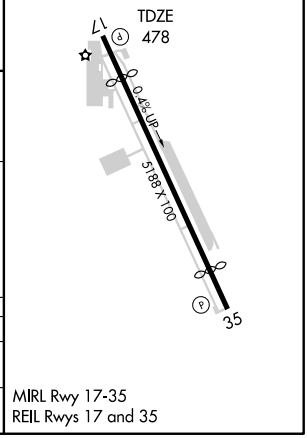
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	940-1 462 (500-1)		940-1¼ 462 (500-1¼)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)



MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

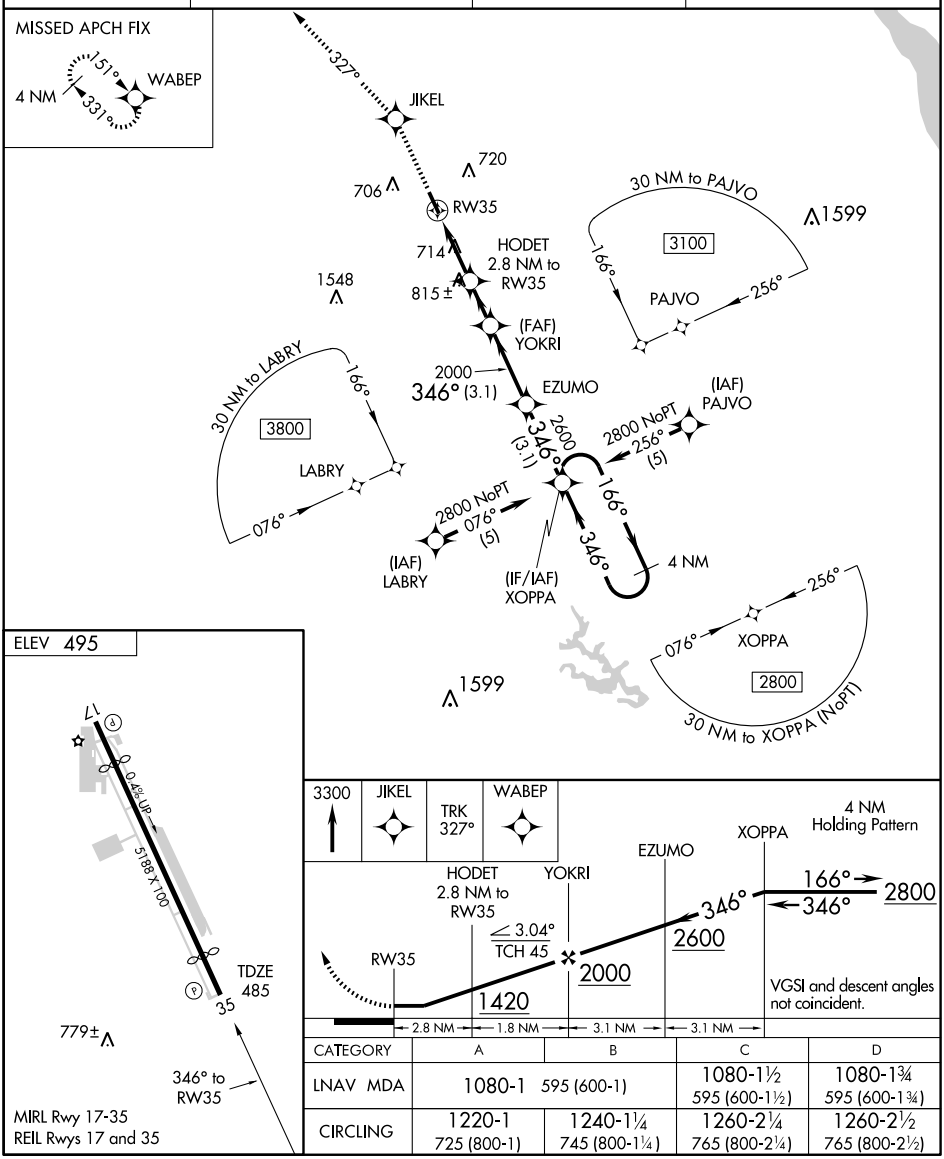
YORK (THV)

APP CRS	Rwy Idg	4449
346°	TDZE	485
	Apt Elev	495

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	1080-1¾ 595 (600-1¾)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

RWY 17–35: H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

AIRPORT REMARKS: Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.275 (717) 792–5529.

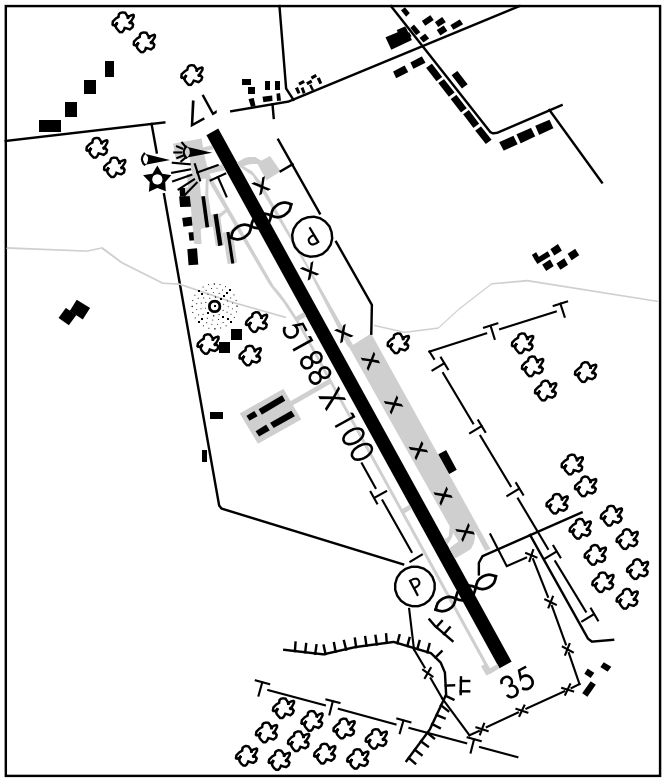
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.



ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dsplcd 551′. Pole.

RWY 35: REIL. Thld dsplcd 282′. Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4241 TODA–5056 ASDA–4932 LDA–4382

RWY 35: TORA–4932 TODA–4932 ASDA–4632 LDA–4352

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF.

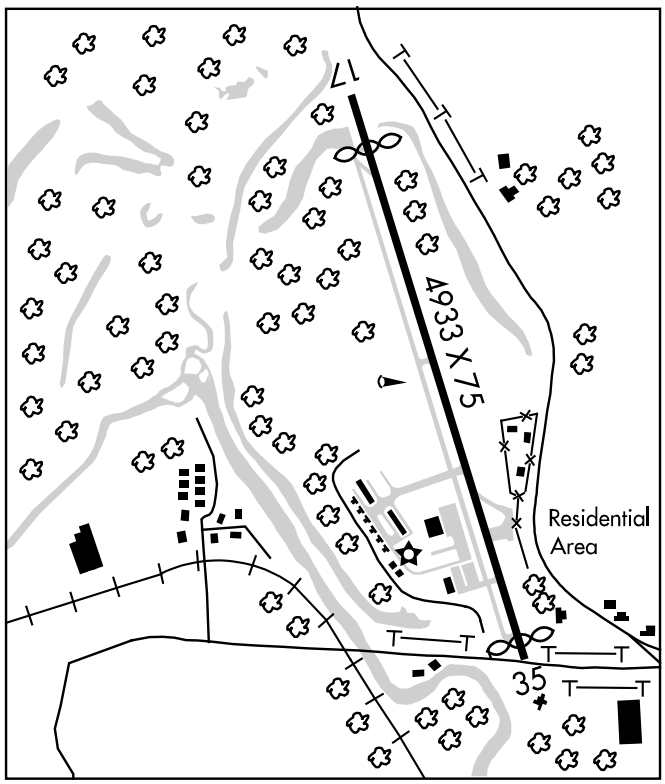
WEATHER DATA SOURCES: ASOS 118.45 (724) 452–5304.

COMMUNICATIONS: CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



RNAV (GPS) RWY 17

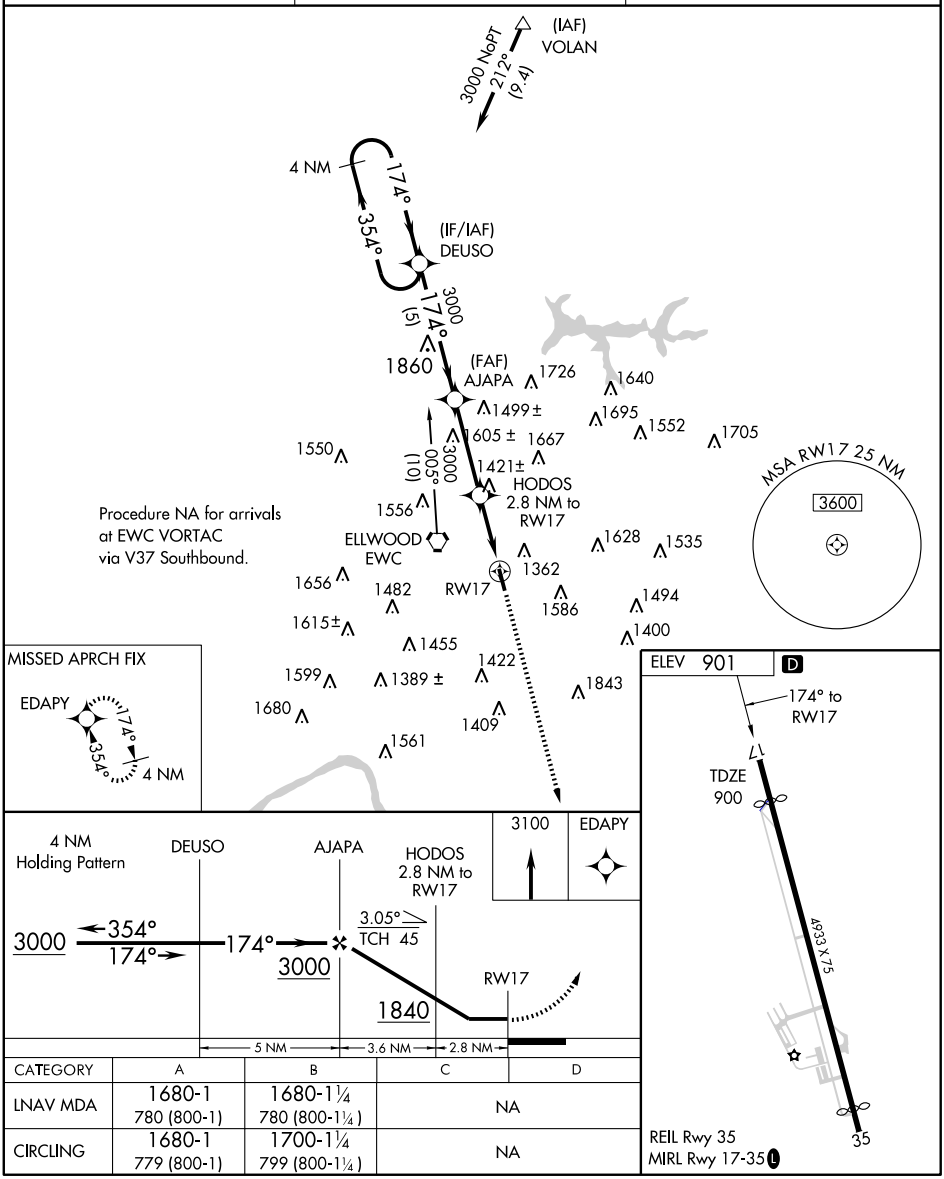
ZELIENOPLE MUNI (PJC)

APP CRS	Rwy Idg	4382
174°	TDZE	900
	Apt Elev	901

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 780 (800-1)	1680-1¼ 780 (800-1¼)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

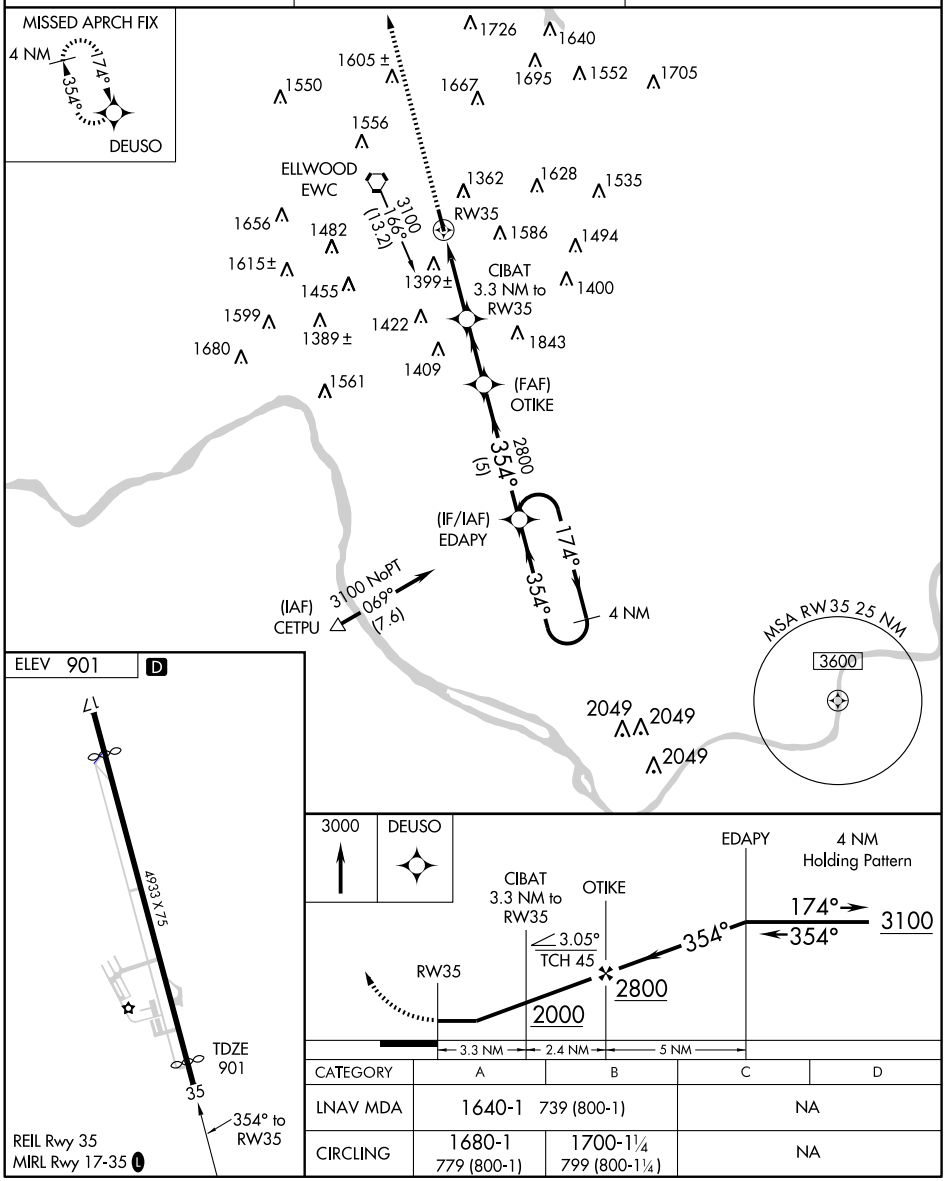
ZELIENOPLE MUNI (PJC)

APP CRS	Rwy Idg	4352
354°	TDZE	901
	Apt Elev	901

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17 NA at night. When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 739 (800-1)		NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010